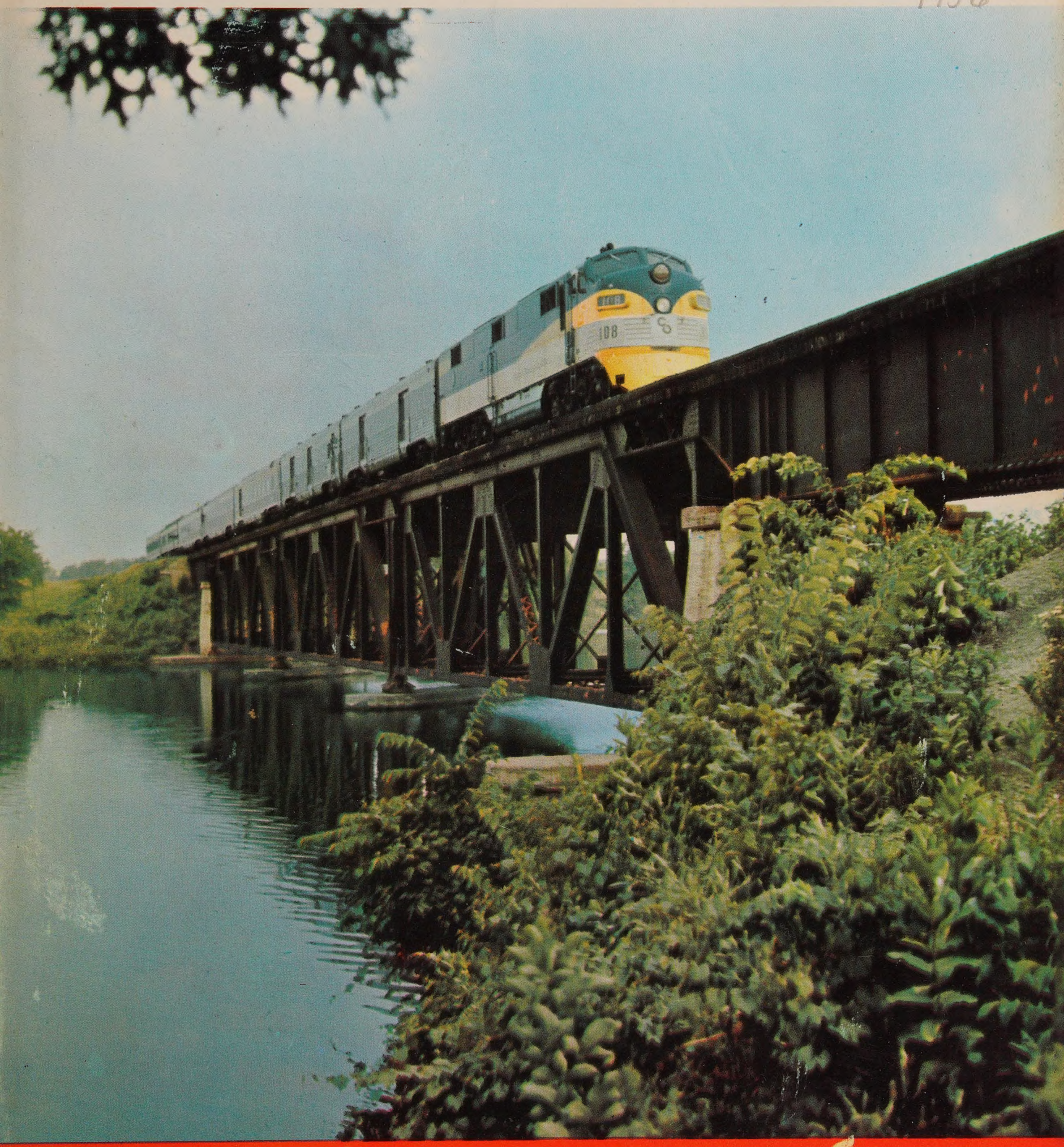
RAILROAD

MAGAZINE | AUGUST 50c

1956



WHISTLE STOP

CAMPAIGNING BY RAIL
FOR THE PRESIDENCY

NOW! Give Yourself a $168-a-Month Raise!

We'll start you in a proven money-earning spare-time business at no cost to you!

SEND FOR *FREE* BUSINESS KIT!

Here's a business for you that will be as much fun as it is profitable... and you don't have to invest one cent...ever! We've helped thousands of men succeed in this unique business...and we'd like to do it for **you**, too. Just 2 orders a day from friends, neighbors, relatives, in "off hours" earns you $168 EXTRA a month! James Kelly of Ohio took so many orders for these Nationally-Advertised shoes that he made $93.55 in just ONE evening! Fred Mapes of California regularly makes $5 to $10 every hour he devotes to his Mason Shoe business! There is no limit on what you can earn!

It's **easy** with our way of selling shoes. We set you up in a complete "shoe store" business you can run from your home. **We** carry the stock and ship the shoes. All you do is show the styles to your family, friends, people where you work, etc....and take orders. You have a profitable business with no rent, light bill, clerk hire or other costs to worry you. **You keep 100% of your profit!**

Here's why you'll make money!

● You offer **170** comfortable fast-selling styles...far more than a store! ● You have an amazing range of **sizes (2½ to 14)** and **widths (AAAA to EEEE)**. Even hard-to-fit people can buy from you! ● Because we carry over 200,000 pairs in stock, your customers get **exactly** what they want ...no misfits or substitutions! ● You feature exclusive Velvet-eez shoes with foamy-soft **air-cushion innersoles** that let you "walk on air." Built for supreme comfort, Mason shoes also feature built-in strong steel shanks, Air-Cushion longitudinal support, Nylon stitching. Advertised in Esquire, Good Housekeeping and on TV, they'll be available **only** from **you**—not sold in stores! ● You save your customers money, and the time they would waste "shopping around" shoe stores.

Take Orders For Over 170 Dress-Sport-Work Shoe Styles!

30 kinds of work shoes! A style for every trade! Special Neoprene, Cork, Cushion soles, heels...ventilated work shoes...even Safety Toe Shoes!

Smart dress, sport styles! The last word in styling! Many fine, unusual leathers. Cool Nylon Mesh styles, moccasins, 2-tones and Cush-N-Crepe soled shoes!

70 Styles for Women! Satisfy almost every taste! Many comfort features. Low-heeled, high-heeled, casuals, service shoes, latest styles!

No wonder you'll have the biggest and best "shoe store" business in town!

MASON SHOE MFG. CO.
Since 1904
Desk MA-192 Chippewa Falls, Wisconsin

You'll get a Starting Kit *FREE!*

As soon as we receive the coupon below we'll send you a complete Business Outfit **FREE and postpaid!** It features the entire Mason Collection in full color; contains 10-second Air Cushion demonstrator, valuable Booklet chock full of how-to-make-money hints, special Measuring Board, advertising reprints...everything else you need to start making cash profits from the first hour! We'll also show you how to earn monthly **Bonus Checks** and win costly prizes **Free!**

Mason Shoes will be available ONLY from You!

Because Mason Shoes are not sold in stores, you get **repeat** orders from delighted customers almost automatically! Steady cash profits every month! Since everyone you know wears shoes...**EVERYBODY IS A PROSPECT!** No wonder this is the perfect "off-hours" business: a quality product everybody needs... backed by the famous Good Housekeeping Guarantee Seal...one you can take orders for 12 months of the year. Want to see how much money **you** can make? For a 2¢ postcard you can try it NOW...start your exciting business **right away!**

RUSH THIS STAMP FOR YOUR *FREE BUSINESS OUTFIT!*

Mr. Ned Mason, Vice President
Mason Shoe Mfg. Co., Desk MA-192
Chippewa Falls, Wisconsin

Yes, I'd like to give myself a $168 a month raise! Please set me up as your man in my community by rushing my Complete Starting Shoe Business Outfit FREE and postpaid so I can start making extra money from my first hour!

Name_____

Address_____

Town_____ State_____

Cast your ballot for a successful future!

256 I.C.S. COURSES

Whether you stand at a machine or sit at a desk . . . whether you're making $75 a week or $75 hundred a year . . . whether your interest is Power Plants or Paper Pulp, Advertising or Electronics . . . chances are I.C.S. has exactly the course you need to get ahead.

I.C.S. is not only the oldest and largest correspondence school. It also offers the most courses. 256 in all. Each one success-proved by graduates who rose to top technical and administrative positions. Chief engineers. Superintendents. Foremen. Managers. Executive assistants.

I.C.S. Courses cover bedrock facts and theory plus practical, on-the-job applications. No skimping. Texts are prepared by leading business and industrial authorities working with I.C.S. editors and educators. They are constantly being reviewed and revised in line with current developments.

As an I.C.S. student, you study in your spare time, set your own pace. No time lost getting to class or waiting for slower students to catch up. If you wish, I.C.S. will make progress reports to your employer. You win recognition as a "comer," one who is ready to move ahead. Thousands of students report pay increases and promotions within a few months of enrollment. All graduates win the coveted, approved I.C.S. diploma.

3 FREE BOOKS! Check the subject that interests you in the coupon below. I. C. S. will rush you (1) a special book outlining your opportunities in this field, (2) the 32-page gold mine of career tips, "How to Succeed," (3) a sample I. C. S. lesson (Math.) demonstrating the famous "I. C. S. Method." "X" MARKS OPPORTUNITY.

For Real Job Security—Get an I. C. S. Diploma! **I. C. S., Scranton 9, Penna.** Member, National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS — 65TH YEAR

BOX 23425F, SCRANTON 9, PENNA.

(Partial list of 256 courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning—Refrig.
- ☐ Architecture
- ☐ Architectural Interiors
- ☐ Building Contractor
- ☐ Building Estimator
- ☐ Building Maintenance
- ☐ Carpentry and Mill Work
- ☐ Heating
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

ART
- ☐ Cartooning
- ☐ Commercial Art
- ☐ Fashion Illustrating
- ☐ Magazine Illustrating
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

AUTOMOTIVE
- ☐ Auto Body Rebuilding
- ☐ Auto Elec. Technician
- ☐ Auto-Engine Tune Up
- ☐ Automobile Mechanic

AVIATION
- ☐ Aeronautical Engineering Jr.
- ☐ Aircraft & Engine Mechanic

BUSINESS
- ☐ Advertising
- ☐ Bookkeeping and Accounting
- ☐ Business Administration
- ☐ Business Correspondence
- ☐ Public Accounting
- ☐ Creative Salesmanship
- ☐ Federal Tax
- ☐ Letter-writing Improvement
- ☐ Office Management
- ☐ Professional Secretary
- ☐ Retail Business Management
- ☐ Sales Management
- ☐ Stenographic-Secretarial
- ☐ Traffic Management

CHEMISTRY
- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ General Chemistry
- ☐ Natural Gas Prod. & Trans.
- ☐ Petroleum Engineering
- ☐ Plastics
- ☐ Pulp and Paper Making

CIVIL, STRUCTURAL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Reading Struct. Blueprints
- ☐ Sanitary Engineering
- ☐ Structural Engineering
- ☐ Surveying and Mapping

DRAFTING
- ☐ Aircraft Drafting
- ☐ Architectural Drafting
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Mine Surveying and Mapping
- ☐ Plumbing Drawing and Estimating
- ☐ Structural Drafting

ELECTRICAL
- ☐ Electrical Engineering
- ☐ Electrical Maintenance
- ☐ Electrician ☐ Contracting
- ☐ Lineman

HIGH SCHOOL
- ☐ Commercial ☐ Good English
- ☐ High School Subjects
- ☐ Mathematics

LEADERSHIP
- ☐ Foremanship
- ☐ Industrial Supervision
- ☐ Leadership and Organization
- ☐ Personnel-Labor Relations

MECHANICAL AND SHOP
- ☐ Gas—Electric Welding
- ☐ Heat Treatment ☐ Metallurgy
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Supervision
- ☐ Internal Combustion Engines
- ☐ Machine Design-Drafting
- ☐ Machine Shop Inspection
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration
- ☐ Sheet Metal Worker
- ☐ Tool Design ☐ Toolmaking

RADIO, TELEVISION
- ☐ Industrial Electronics
- ☐ Practical Radio TV Eng'r'ng
- ☐ Radio and TV Servicing
- ☐ Radio Operating
- ☐ Television Technician

RAILROAD
- ☐ Air Brake Equipment
- ☐ Car Inspector
- ☐ Diesel Engineer & Fireman
- ☐ Section Foreman

STEAM AND DIESEL POWER
- ☐ Combustion Engineering
- ☐ Diesel—Elec. ☐ Diesel Eng's
- ☐ Electric Light and Power
- ☐ Stationary Fireman
- ☐ Stationary Steam Engineering

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton, Rayon, Woolen Mfg.
- ☐ Finishing and Dyeing
- ☐ Loom Fixi'g ☐ Textile Des'ing
- ☐ Textile Eng'r'g ☐ Throwing
- ☐ Warping and Weaving

MISCELLANEOUS
- ☐ Domestic Refrigeration
- ☐ Marine Engineering
- ☐ Ocean Navigation
- ☐ Professional Engineering
- ☐ Short Story Writing
- ☐ Telephony

Name_____ Age_____ Home Address_____

City_____ Zone_____ State_____ Working Hours_____ A.M. to P.M._____

Occupation_____

Canadian residents send coupon to International Correspondence Schools, Canadian, Ltd., Montreal, Canada. . . . Special tuition rates to members of the U. S. Armed Forces.

I'll Set You Up In a MONEY-MAKING BUSINESS You Can Run From Home!

EVERYTHING FURNISHED FREE!

• • •

TOP MEN MAKE $5 - $10 AN HOUR!

• • •

YOU NEVER INVEST ONE CENT!

I'll Show You How to Make BIG MONEY the First Hour!

Get into a high-paying business without spending a cent! I'll rush you, absolutely FREE, a powerful Starting Business Outfit. It contains EVERYTHING you need to start making exciting cash profits the first hour!

As the Mason Shoe Counselor in your town, you can start taking easy orders the minute your Outfit arrives. You need no experience. I'll show you how to add as much as **$217.00 EXTRA income a month for just 2 orders a day**... how to take orders from friends, relatives, neighbors, folks where you work.

EVERYONE wants comfortable shoes. Mason Air-Cushioned shoes are backed by the Good Housekeeping Guarantee Seal, have been accepted for advertising by the American Medical Association. Some topnotch men have taken up to 20 orders their first day . . . earning up to $10 an hour!

NOT SOLD IN STORES!

Mason Shoes are not sold in stores, so folks **must** buy from YOU and KEEP buying from you! You feature 160 dress, sport, work shoe styles for men, women . . . with such EXTRA features as Air Cushion innersoles, Steel Shanks, work soles of Neoprene, Cork, Cushion Neoprene Crepe, Safety Shoes.

You'll run the best "shoe store" business in town, because you actually "carry" a greater selection than a store. You draw on our stock of over 200,000 pairs in sizes 2½ to 15, widths AAAA to EEEE. No need to substitute . . . folks get the style, size, width they order. No wonder you can expect fast profits!

Rush Coupon for Your FREE Outfit!

Start now! We will rush, absolutely **FREE**, EVERYTHING you need to start making money the first hour! Make the extra cash you need . . . send the coupon TODAY!

MASON SHOE MFG. CO., Dept. 192A CHIPPEWA FALLS, WISCONSIN

Send for FREE Outfit!

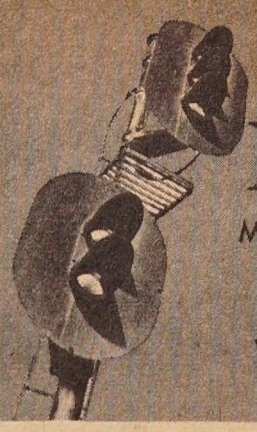
Mr. Ned Mason, Dept. 192A
Mason Shoe Mfg. Co., Chippewa Falls, Wis.

Please set me up in a MONEY-MAKING BUSINESS I can run from home. Rush FREE and postpaid my Starting Business Outfit with EVERYTHING I need to start making **extra cash** from the very first hour!

Name.....

Address.....

Town..... *State*.....



RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

VOL. 67, NO. 5 AUGUST 1956 50 CENTS

Freeman Hubbard, EDITOR

ASSOCIATE EDITOR: *P. C. Graves* ART DIRECTOR: *Bernard White*

INFORMATION BOOTH: *Barbara Kreimer* TRANSIT TOPICS: *Steve Maguire*

Front Cover: Chesapeake & Ohio Colorphoto (see page 6)

ILLUSTRATED FEATURES

Whistle Stop ..... Ejler Jakobsson 12

Trolley Town, U. S. A. ..... O. R. Cummings 28

Locomotives of the Norfolk & Western Railway 58

Steam Power Today 66

TRUE TALES

Romance, Adventure, Glory! ..... James B. Relyea 35

The Mysterious Hand ..... Henry H. Harrison 57

Remember the Callboy? ..... Bill Knapke 62

FICTION

A Man Who Could Handle Trains ..... Harry Bedwell 48

SHORT HAULS

New Casey Jones Museum at Jackson, Tennessee 27

Along the Iron Pike ..... Joe Easley 37

A Conductor's Wish (poem) ..... B. H. Terry 76

Mainstay of Pennsy's Motive Power (photo) ..... Don Wood 80

DEPARTMENTS

Mail Car 4

Information Booth 38

Transit Topics 68

Books of the Rails 72

Flagstops 77

Railroad Hobby Club 79

HENRY STEEGER, *Publisher*

THOMAS HARRAGAN, *Associate Publisher* IRA MOSHIER, *Newsstand Sales Manager*

P. J. GLEASON, *Production Manager* JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES

Wilson & Stark, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 560 North Michigan Ave., Chicago, Ill.
Houston & Walsh, 111 North La Cienega Blvd., Beverly Hills, Calif.

Change of Address: Postmaster—Please mail Form 3579 notices to Railroad Magazine, 205 E. 42nd Street, New York 17, N. Y. Published bi-monthly by Popular Publications, Inc., at 1250 Camden Ave., S.W., Canton 6, Ohio. Editorial and executive offices, 205 East 42nd Street, New York 17, N. Y. Henry Steeger, President, John J. McVarish, Treasurer. Entered as second-class matter at Post Office in Dayton Ohio. Re-entry applied for as second-class matter at Canton, Ohio.

Copyright 1956, by Popular Publications, Inc., this issue is published simultaneously in Dominion of Canada. Copyright under International Copyright Convention and Pan-American Copyright Conventions. All rights reserved, including right of reproduction, in whole or part, in any form. Title registered in U.S. Patent Office.

Single copy, 50c. Subscription for U.S.A., its dependencies, and Canada, $5.00 for 12 issues. Other countries, $6.00. When submitting manuscripts, enclose stamped, self-addressed envelope for return, if found unacceptable. The publishers will exercise care in handling of unsolicited manuscripts, but assume no responsibility for their return. Printed in U.S.A.

NEW 8MM & 16MM MOVIE COMEDIES!

YES our 8MM and 16MM movies ARE different. Not old re-cuts - - - but new, entertaining satires to sparkle your home-movie shows. You can now buy the best — DIRECT — BY MAIL.

MOVIES FOR EVERYONE

A ADULT films — for modern grown-up audiences that like a little sparkle in movies.

B FAMILY pictures — thrilling reels for the entire family to enjoy.

C CHILDREN'S movies — the kids will scream with delight at these cartoons and comedies.

BARBARA NICHOLS

8MM MOVIE VIEWER ONLY $3.95

(Regular Price $4.95)

IF YOU DO NOT HAVE A MOVIE PROJECTOR--ORDER THIS 8MM MOVIE VIEWER!

You can view any 50 Ft. 8MM Film with this new handy 8MM Movie Viewer. Easy to load and operate. No screen to set up — No rooms to darken. Load with a 50 Ft. Film and see your 8MM Movies in Fast and Slow Motion.

MAIL THIS COUPON

VARIETY MOVIE CLUB — Dept. AMG
P. O. Box 2589, Hollywood 28, Calif.

Rush the following C.O.D.:

☐ 8mm Movie Viewer only $3.95 ☐ 3—16mm Silent Films for $14.99

☐ 4—8mm Films for only $4.99 ☐ 3—16mm Sound Films for $14.99

Check Your Preference: ☐ A ☐ B ☐ C Movies

Please enroll me as a member of your Movie Club and send me two 50 Ft. 8MM Movies C.O.D. every month at only $1.25 each, plus postage. I have the right to exchange for other films for only 50c — and I can cancel at any time without obligation.

Name_____ Age_____

Address_____ Zone_____

City_____ State_____

Gordon S. Crowell

Sylvania Central No. 103 stops at rare type of crossing sign, Sylvania. Ga., where the now-abandoned SV crossed the Savannah & Atlanta.

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip--from Railroaders, Fans, and the Editorial Crew

YOU are reading the first issue of *Railroad* ever printed by the modern photo-offset process. Most of the photos are larger than in previous issues, you will notice, but not at the expense of text matter. ●

NON-STOP. It *may* be a pipe dream, but Robert R. Young, New York Central board chairman, predicts that in the not-distant future *Aerotrains* will make non-stop runs between New York and California. Says he: "When grade crossings are eliminated, this could be done in two nights and a day. Who, then, would want to risk his life or his appointment in a plane?" ●

PRR CARPENTER Glenn Myers, 100 N. 12th St., Terre Haute, Ind., had quite a surprise the other day. While at work with a bridge and building gang tearing down an old depot at Sandborn, Ind., he found in the attic an April, 1908, copy of our magazine, which was then called *Railroad Man's Magazine.* It was dusty and minus covers and had no photos inside, but Glenn got a kick out of reading its brownish pages, beginning with an article on the Iowa Central.

He discovered that three of the departments we are running today appeared in our 1908 number under different titles. The book reviews used to be called *Books for Railroaders,* the *Mail Car* section was originally *On the Editorial Carpet,* and the *Information Booth,* long before our photogenic Barbara Kreimer was born, carried this banner-line: *By the Light of the Lantern—Questions Answered for Railroaders.*

While we are on the subject we proudly announce that the next issue, October, will mark our 50th anniversary. The old *Railroad Man's Magazine,* founded by a brass pounder named Frank A. Munsey—a tall, lanky, gray-eyed man with a walrus mustache—first

blossomed on the news-stands in October 1908.

The current magazine, like its predecessor, is not only rich in railroad lore but consistently keeps pace with the changing times.

RAILFAN of the month is Robert Danna of New York City, who suggested the timely topic "Whistle Stop" as a lead feature for this issue. It's a grand idea. Ejler Jakobsson wrote it up for us.

We need modern ideas — the kind that attract people. We're not satisfied with merely providing facts, photos, statistics, and entertainment. Our long-range aim is to drum up new freight and passenger business for the railroads. But in order to do so most effectively, we must get the public's attention; we must widen our influence.

That is why we run such pieces as "Whistle Stop" and "100 Years of Circus Trains." These subjects have a popular appeal. Like Walt Disney's new movie "The Great Locomotive Chase," they help to creat railfans.

If the average man-on-the-street ever returns to the steel highway it will not be from reading articles on valve gear or ancient history but because he has come to realize that the lure of the rails combines sentiment with good business. Features such as the one Robert Danna evoked go a long way toward convincing the public that railroads are mighty interesting as well as important.

Robert R. Brown, an authority on Canadian rail history, comments: "Your magazine is too solemn, almost sanctimonious. I miss the funny stories and the 'blood and guts' fiction of years ago."

A Southern Pacific clerk, Tom Acheson, 129 Wilshire Ave., Daly City, Calif., protests that our historical fact articles are "too many, too long, and too dull." Tom prefers articles about current operation.

Now listen to James W. Barp, the Rock Island conductor whose famous *Boomer Jones* stories put him in *Who's Who in America.* "I've been talking with dozens of rails and non-rails about your magazine," he says, "and most of them favor the 'escape' type of fiction plus important fact articles. Some complain that you run too many pieces about present-day railroads, with pictures of their engines, said material having little appeal for anyone except employes of the roads written about. There is much more interest, I gather, in old and abandoned roads, and especially true tales about them."

The foregoing remarks are only a few samples. Your editorial crew is

MIND *Unlimited!*

Unseen Worlds At *Your* Command!

We now know there are universes beyond this one to be realized. We also know that within the nucleus of each atom is the energy of a thousand dynamos. These have existed since the beginning of time awaiting only discovery by man—then, to obey his commands. But for all of this outward conquest, are you still at the mercy of mysterious *indwelling* forces? No man is a master who has not explored self—to whom the worlds of *inspiration, mental creating* and *intuition* remain dark continents of the mind. Would you like to shatter the illusions of time and space—know what is real and what are the oppressing limitations in life? Would you like to *know* the true purpose of your conscious existence—and experience the Cosmic forces which influences it?

ACCEPT THIS *Free* BOOK

Now is the time to discard obsolete, traditional thought. We are on the horizon of a new era. Learn how nature was intended to obey your commands. Write the Rosicrucians, a world-wide fraternity (not a religion), for their fascinating free book, "The Mastery of Life." It will throw new light upon the latent powers within you that now await only discovery by you—yourself!

Address SCRIBE: T.V.G.

THE ROSICRUCIANS (AMORC)

SAN JOSE, CALIFORNIA, U.S.A.

still seeking the elusive formula that will please everybody. It's like the Holy Grail or the Fountain of Eternal Youth. No one has ever found it and no one ever will, but we keep on looking just the same.

Of one fact, however, we're pretty sure. Our reprinting of Harry Bedwell's stories has hit the jackpot. Hundreds of readers' letters pouring across our desk convince us that the Bedwell magic is still striking a popular note. The cash customers clamor for more. Our next issue will contain another of that famous brass-pounder's fiction classics. ●

BROAD STREET STATION, now torn down, was the Pennsy's Philadelphia terminal, on the eastern bank of the Schuylkill River and across the street from City Hall. Your editor's father worked in that station for about 43 years. He told us the story of a timid Quaker lady, unused to railroads, who asked the conductor if the train she was riding would stop at Broad Street.

"If it doesn't madam," said the O.R.C., "you'll get one whale of a bump." ●

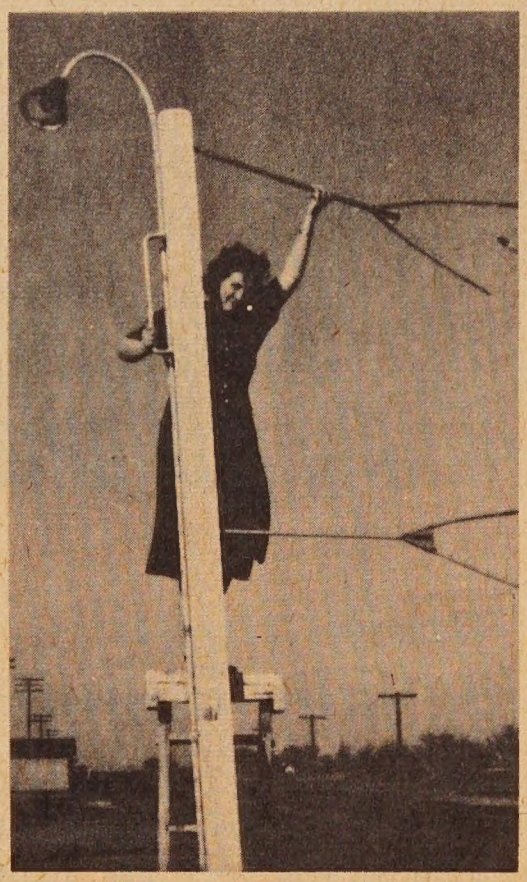
MISS RAILROAD MAGAZINE of the month is a blonde high-school sophomore, Lois Jean Albert, who has won five beauty prizes. Her father, Roy P. Albert, is a Norfolk & Western electrician. Nine other relatives have worked for the N. & W. or Western Maryland in engine or train service or as signal foreman or shopman.

LOIS J. ALBERT

Lois' proudest moment came when she was chosen Miss Shenandoah High School, after winning four other beauty titles in recent years. She lives at 417 Central Ave., Shenandoah, Va., is a reporter on her school paper, a bass clarinetist, and a church choir singer. Her eyes are blue. She likes model railroading and she makes some of her own dresses. ●

KNOWN as "Mrs. Katy," Mrs. C. L. Nix is unique in that three members of her family are M-K-T station agents in Oklahoma, the lady herself at Blue Jacket, her husband at Durant, and her daughter, Mrs. Wilma Neill, at Welch. Can any other family beat this record?

Blue Jacket is a town of 360 population. The aged daughter of the Indian chief for whom it was named is still living and recalls wild days of long ago when the Daltons and other outlaws held up trains in that region and fled to the wooded hills. The photo and information come from Mrs. Velma Nieberding, Miami, Okla., correspondent for the *Tulsa World*. ●



Mrs. C. L. Nix, the Katy station agent, hangs up train orders at Blue Jacket, Oklahoma. Top hoop is for engineer.

PRESIDENTIAL SPECIALS." Some extra train movements create even more tension than circus specials do," writes Thomas O. Acree, retired Southern Railway dispatcher, Box 724, Hollywood 28, Calif. "I refer to presidential specials. Several times when I was on duty we handled specials for Woodrow Wilson, including his funeral train. We not only badly delayed regular passenger trains but practically buried freights to keep them off the line within an hour or two of the specials' schedules.

"At some remote sidings, where no agent or operator was on duty, section men were instructed to *spike down* facing-point switches until the President's train had passed. Company bulls were stationed on the train and at bridges, etc., to prevent sabotage.

"I was on duty, too, at the time Samuel Spencer, Southern Railway president, died in a rear-end collision at Lawyers, Va., in 1906. I issued orders to the trains involved: No. 33, with the president's car on its rear, and 1st 37, the *Crescent*, which plowed through it, killing Mr. Spencer and many others and setting both trains afire. Later I spent a day there, viewing the wreckage." ●

A DIESEL LOCOMOTIVE engineer, blowing his airhorn to signal his crew the other day, nearly caused a boat wreck on the Ohio River. This sound conflicted with the signals given to two big tows, one heading up-river, the other downbound. The confusion was finally cleared up with the aid of radio telephones. ●

50 EXCITING years as a Railway Express messenger are summed up by Walter Adams, Pueblo, Colo., in *The Express Messenger*. "I have been in 18 train wrecks," he recalls. "One train hit a snowslide at Climax, Colo., rolling the express car 100 feet down a mountain side; and at Delta, Colo., a head-on collision threw me out of the car and down a 20-foot bank. First report had me killed, but I recovered from several broken ribs and a wrenched back.

"At Cameo, Colo., a washed-out bridge put the express car in the creek with its front end telescoped. First report had me dead, but I suffered only back and head injuries. A robber was killed near Hartsel, Colo, when our train was held up and the engineer shot in the leg.

"At North Salt Lake, Utah, our train hit a truckload of dynamite caps. The ensuing blast killed three men, wrecked the engine and express car, and injured my head. First report had me dead. And at Rifle, Colo., a full-grown brown bear escaped from a crate in the express car, but with station employes' help we got him back in again."

Now, with 3,000,000 travel-work miles behind him, the retired Mr. Adams is concentrating on his flower garden. ●

JOHN W. MOTT, a Chesapeake & Ohio camera man, has caught the beauty of central Michigan in our front cover picture. A C&O train, powered by an EMD diesel, is crossing the 515-foot-long Thornapple River Bridge, with its five steel spans, built in 1888 and rebuilt in 1921. He used a f2.8 rolliflex and an ektachrome film, 1/50 f5.6, choosing that spot because it framed the train to good advantage against a tree-splashed sky.

JOHN W. MOTT

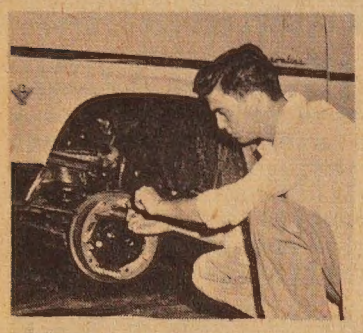
Before hiring out to the C&O in

(Continued on page 11)

My Fast NEW Shop-Method Trains You At Home for Big Pay in AUTO MECHANICS

R. C. ANDERSON, President of Commercial Trades Institute, has trained thousands of men for success in Auto Mechanics.

America's Greatest Industry Offers You Good Jobs, Success



The auto industry desperately needs trained mechanics. *Good pay, lifetime security,* and *many opportunities for success* are waiting for men who qualify. Here's why your future in America's No. 1 industry is so bright.

Today, there are over 50 million passenger cars and 10 million trucks on the road. Experts say that these figures will increase fifty per cent within 10 years. "Aside from the prosperity generated by the huge flood of cars," a leading automotive magazine reports, "the service potential they create . . . is tremendous." Speaking of old cars, the magazine says, "About two-thirds of all cars in use are in the heavy repair age classification."

Thousands of mechanics are needed right now. Many earn up to $125 a week and more. You can qualify for one of the top-pay jobs in just a few months. *I'll give you the facts in two new, FREE BOOKS if you will fill out and mail coupon below.*

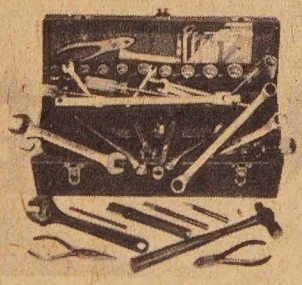
Learn in Months — the Practical CTI Way

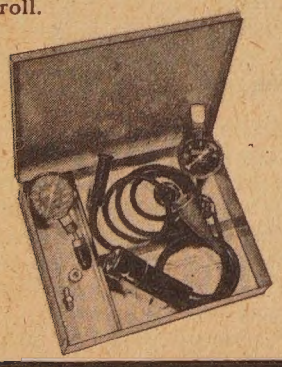
I'll bring my new Shop-Method training into your home, where you can learn auto mechanics in just a few months. I'll teach you tune-up; overhaul; automatic transmissions; power steering; power brakes; electric, cooling and lubricating systems—every phase of diagnosis and repair. *I'll teach you diesel mechanics or body-fender rebuilding (at no extra cost).* Yes, CTI training IS more practical, easier to understand, and up to date!

You Practice with Tools and Tune-Up Kit I Send

VALUABLE MECHANIC'S TOOLS

As part of your training, I send this valuable set of fine-quality mechanic's tools. The complete kit is yours to use and keep. Tools increase your interest, help you get practical experience, make you proud of your trade. You'll be using these tools for spare-time repair work and profit soon after you enroll.





ONLY CTI SENDS THIS FINE, PROFESSIONAL TUNE-UP KIT

Only CTI sends you this kit of essential tune-up instruments. Experienced mechanics everywhere use this same kit to locate engine troubles. Included in the kit is a Compression Tester, a Vacuum Gauge and Fuel Pump Tester, an Ignition Timing Light, and a portable, steel case. Every tester is the product of a famous manufacturer—each is compact, beautifully constructed, and accurate.

YOUR FUTURE IS WORTH LOOKING INTO

Make Up to $5 an Hour as You Learn

After a few lessons, many students earn from $3 to $5 an hour repairing cars in spare time for friends, neighbors and fellow workers. Others get part time jobs in local repair shops. Spare time repairing pays for training, provides practical experience, and makes friends. Many CTI graduates have gone into business because they did repairing in the community during their training.

Open a Shop—Be the Boss

It's easy to go in business for yourself after you are a trained mechanic. Start in your own back yard as you train, and rent a building after you graduate. Many students work in a repair shop, get themselves a reputation for good work, then start off on their own.

Mail Coupon for Job Facts

You'll like being an auto mechanic—and you'll love the pay! The work is clean, interesting and varied—you use modern testing instruments and labor-saving devices. Get into the field that offers more jobs, greater security, more opportunity for success. Mail coupon below to R. C. Anderson, President, Commercial Trades Institute, Chicago.

I TRAIN MEN FOR SUCCESS

"Have bettered myself nearly 100%. Am in partnership with another fellow and we have 24 cars of our own."—A. H. CATES, MAINE.

"After my completion of training in auto mechanics, I started as a full-fledged mechanic in a Buick garage."—W. CARTWRIGHT, IND.

"On completing my course, I went to work in a garage repairing generators, starters and other electrical equipment. Training is complete and thorough."
—J. EDWARDS, ILL.

"Without CTI training, I would not have the job I hold today. When I showed my CTI diploma, I was given a chance to work as a mechanic." W. O'NEIL, PA.

"I have made good progress, and have had 3 pay raises in 8 months. Before I took the course, I knew very little about a car engine. But now I can step up and do most any job."—W. LONG, PA.

BOTH CTI BOOKS *FREE!*

MR. R. C. ANDERSON, President, Dept. A-295
Commercial Trades Institute
1400 Greenleaf Ave., Chicago 26, Ill.

Mail me Sample Lesson and 28-page book, *"Big Money in Auto Mechanics."* Both FREE.

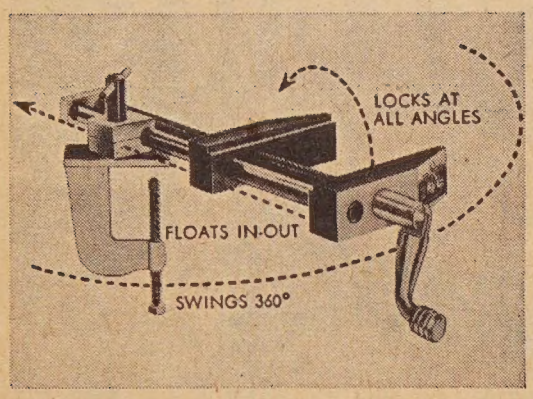
Name_____ Age_____

Address_____

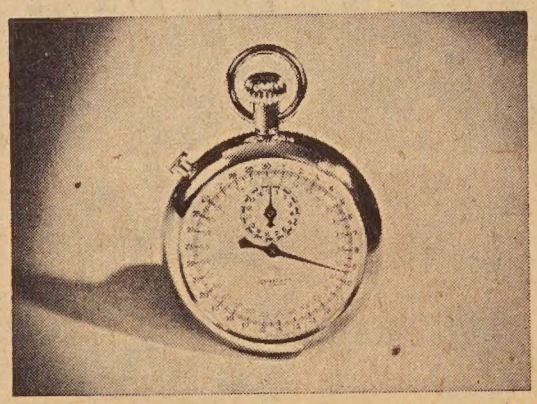
City_____ Zone_____ State_____

Member: National Home Study Council

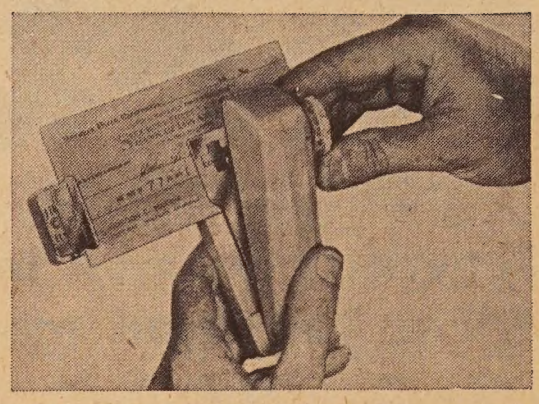
Men's Mart



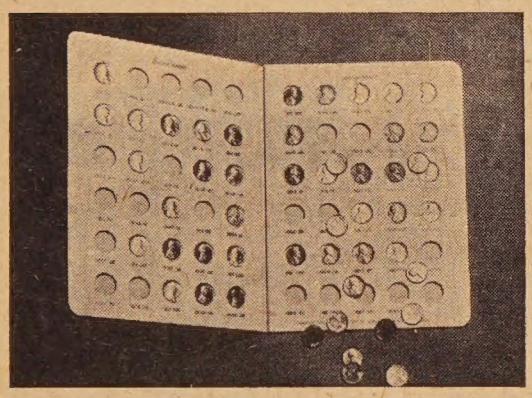
For workshoppers—a versatile vise that will be a handy addition to any bench. Based on industrial vises, this one floats to any position on your bench, holds work at any angle, swivels in any direction. Machined-steel, 4½" jaws open to 7", are v-grooved to hold rounds. Vise can double as "C" clamp or wrench. $11.98 ppd. AMF Tool Division, 7 Henry St., Bloomfield, N.J.



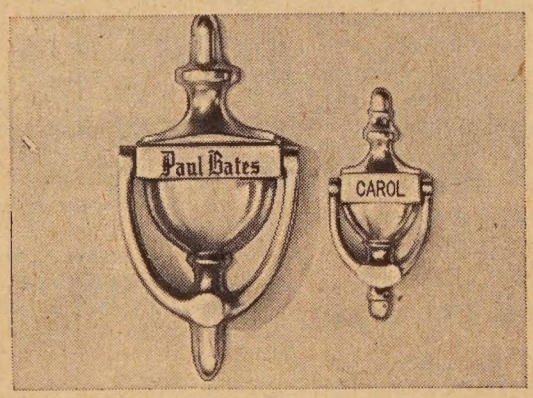
For any sports-minded man, a stop watch makes an original and welcome gift. This Swiss-made model is an excellent buy for $13.95 ppd. from Prince Enterprises, 103 Park Ave., N. Y. Each second is split in tenths; stop and reset controls are well placed. Times up to 15 minutes and repeats. Has 7 jewels, highly-polished chrome case. Will add spectator pleasure to any sport.



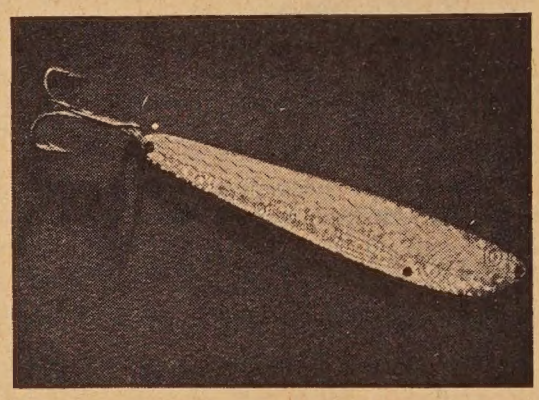
Trouble with most check-writing machines is that they cost too much for the average individual or small businessman. This one doesn't. It automatically perforates each number and word into the check with indelible red ink, making it impossible to alter. A precision-built machine it's easy to operate. $14.95 ppd. Magna Industries, 1060-A Crenshaw Blvd., Los Angeles, Calif.



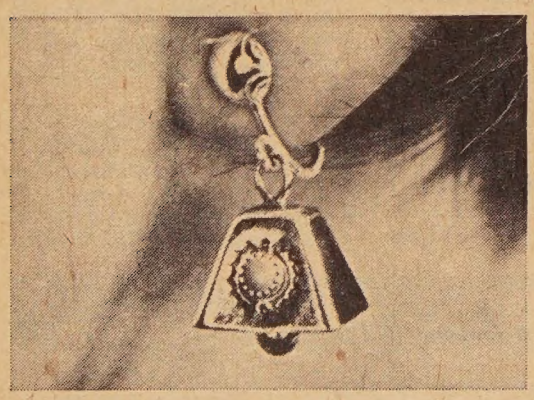
Object you're looking at is an unusual album for Lincoln head pennies—there's a place for 59 pennies, some easy to come by, others hard to find. Idea is to fill the album, naturally, but when full it'll be worth $16. Album's $1 ppd. from BYBY-MAIL, Box 488, Dept. Y, Hempstead, N.Y. If you fill the album and return it to them, they give you $16 and $1 purchase refund.



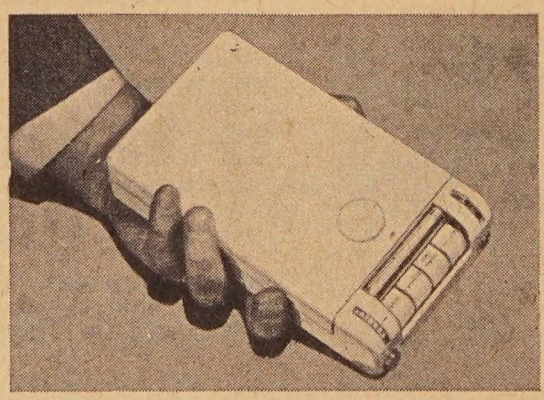
A set of these brass doorknockers will dress up your home nicely. Large one (6½" long) for front door will take 12 letters (including spaces) in Old English lettering. Small one (4") for bedroom or den door will be engraved with first name in block lettering. Both are copies of early American ones. Large, $4.25 ppd.; small, $2.25. Art Colony, 9 University Place, N.Y.

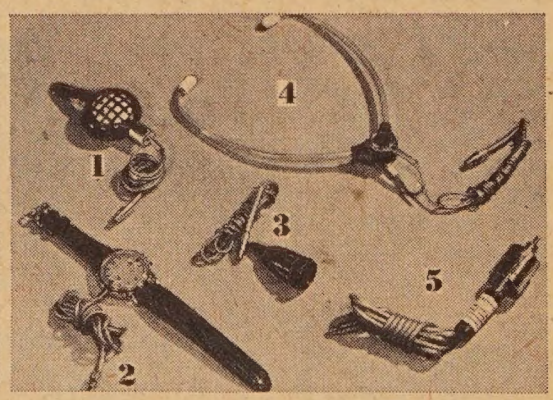


A good lure for spinning, casting or trolling, this Seneca Salmoneer has a long (4⅛") slender blade with a hole near head for attaching additional hook if desired. It is made in ½" oz. brass, copper and nickel for 85c; in red-pearl, gold-pearl and other pearl finishes for $1.05; in ¾ oz. brass, copper and nickle, 95c. Available nationally or from Seneca Tackle Co., 62 Cooper Sq., N. Y.



Look closely and you'll note earring resembles a cow bell. It goes one better—it also rings, and loud enough for you to hear anyone approaching. Aptly enough, the set is called mother-in-law earrings. In sterling silver with turquoise blue stone, $2.95 ppd. a pair. In plain sterling, $1.95. Specify screw back or pierced. Old Pueblo Traders, Box 4035-AM, Tucson, Ariz.





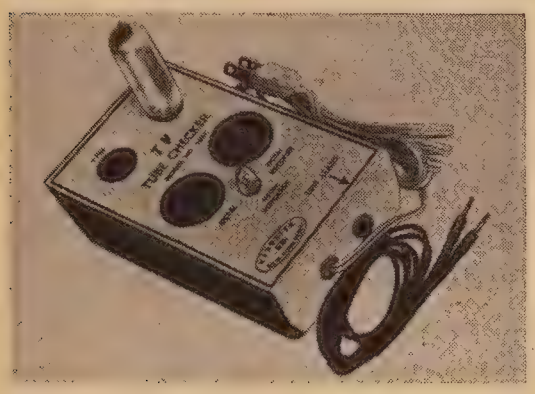
$250,000 went into the engineering of this self-contained push-button pocket recorder used in police work all over the world. Fine German craftsmanship has made it a record-erase-playback unit small enough (3¾ x 6¾ x 1¾") to fit in coat or pants pocket. It weighs less than 2 lbs., has a 4 hour spool, runs on batteries or electricity. Records conversation or music anytime, anyplace, without anyone knowing it. Records through plastic mike (1), well-detailed dummy wrist watch mike (2), tiny mike with suction cup (3) that fastens on telephone, records two-way conversation without telltale blips. Plays back through stethoscopic type earphones (4), radio or phonograph with attachment (5). About $289.50. For full information: Lincoln Electronics, 1345-A Lincoln Bldg., N. Y. 17.

SHOP BY MAIL

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.

Here's a nice way to start off a stamp collection — 115 different stamps from all five continents. The selection includes airmails, commemoratives and stamps over 60 years old. Though valued at around $2, they're sold for 10c by Globus Stamp Co., Dept. 274, 268 Fourth Ave., New York 10, N.Y. Free literature on stamps and other stamps on approval are also included.

These twin chests were assembled from kits in just a few hours. Reproductions of early American models, they can be used for a child's bedroom, end tables, etc. Top, sides and drawer fronts are each one piece. Brass hardware are authentic copies. Chests measure 22 x 14½ x 25" high. Ready-to-assemble kit for 1 chest, with instructions, $18.95 exp. col. Yield House, No. Conway, N. H.



When a TV or radio repairman makes a home call to check your set, the first thing he'll do is test the tubes—and most times that'll be the trouble. With this tube checker (for the picture tubes on down) you can do the same thing, save enough coin the first time to pay for the $4.95 ppd. it costs. Will also check electrical circuits. Chabon Scientific Co., 60N East 42nd St., N.Y.

For people who wear glasses, this is a fine cleanser for 'em. It's a formulated liquid solution in a plastic-type bottle that you spray on your glasses, just wipe off—the result is a crystal clear glass that's resistant to surface dust. Kleen Spec's is also fine for camera lenses and binocular eye pieces. A 1 oz. bottle is 50c from Kleen Sheen Products Co., La Crosse, Wis.

Should you have somebody you'd like to hypnotize, this little mechanical apparatus will do the job. It comes with a 32 page book of instructions which tells how to use the "mechanical hypnotist." The book also has chapters on instantaneous hypnosis, entertaining, etc. Complete, $1.98 ppd. Order from Post-Way Products, Desk 1-PR, 30 East 20th St., New York 3, N.Y.

There's one thing in particular that sets this hunting and fishing knife apart from most—it's got a flashlight in the handle, and though you can't tell it from the picture, it's worked by the knob at top of handle, throws a fair beam. Knife has serrated edge, bottle opener, simulated bone handle with deer head carving. With sheath, $3.95 ppd. Thoresen's, 352-A Fourth Ave., N.Y.

STAG PARTY CLASSICS

COLLECTORS EXCLUSIVE!

THRILLING REVEALING

COULD NOT BE SUPPRESSED

SLIDES PHOTOS MOVIES

From private files of Bernard of Hollywood, come torrid, unretouched photos, slides & films. LILI ST. CYR, JOANNE ARNOLD, PAT HALL, MARA CORDAY, & others, perform as you'll never see again!

COLOR SLIDES, 5 - 2x2's $2.00
ACTION PHOTOS, 8 - 4x5's . . . $2.00
STAG MOVIES, 8mm - 50 . . . . $3.00
STAG MOVIES, 16mm - 100 . . . $6.00
PINUPS, 68 pgs., 11x14 . . . . $1.25

BERNARD OF HOLLYWOOD
Box 46977, Los Angeles 46, Cal. Dpt. F-7

HOW TO PLAN A
STAG PARTY
and spicy games for men & women

Secrets revealed that have brought pleasure to many. Learn all about private "Stags" for men only. Confidential manuscript gives you intimate information, shows you how. Free bonus, "Spicy games for men & women". Guar., never been published.

COMPLETE MANUSCRIPT ONLY. (no COD'S) $1.00

HPB CONFIDENTIAL
West Branch Box 46964 Dept. T-7
Hollywood 46, Calif.

IMPORTANT NOTICE TO SUBSCRIBERS

If you are going to move, please advise us at least 6 weeks in advance, giving the old address as well as the new with postal-zone number if any. Please enclose, if possible, the address stencil imprint from the last issue received.

POPULAR PUBLICATIONS, Inc.
Subscription Department, 205 E. 42nd St.,
NEW YORK 17, N. Y.

Figure Model Photos

Adults Only

1,000 PIN-UPS $2 PPD.

Intimate, unretouched photos from fabulous private collection; world's most tantalizing, most beautiful women; breath-taking close-ups, revealing full figure views; 1,000 thrilling photos to satisfy desire of most discriminating. Rush order today!

No COD's Please

1,000 PIN-UPS: BOX 46736
DEPT. M-7, H'WOOD 46, CAL.

A NEW
MOTION PICTURE

"the Right to Compete"

A 16mm film in Technicolor
Narrated by
Westbrook Van Voorhis
Running time: 14 minutes

Produced for
ASSOCIATION OF
AMERICAN RAILROADS
Transportation Building
Washington, D. C.

THIS NEW FILM . . .

. . . Discusses recommendations which are at the heart of the report of the Presidential Advisory Committee on Transport Policy and Organization;

. . . Traces the course of competition as one of the creative forces that has made this country sound, strong and prosperous;

. . . Speaks out in favor of allowing the regulated forms of transportation more freedom to price their services in competition with one another.

. . . Is designed to help bring about a better understanding of today's transportation situation.

THE RIGHT
TO COMPETE
is available, on a free loan basis, for showing before adult audiences. Bookings for any given date can be made through the following sources:

THE PUBLIC RELATIONS
DEPARTMENT
of most
railroads.

ASSOCIATION FILMS
Ridgefield, N. J., Broad and Elm Sts.
LaGrange, Ill., 561 Hillgrove Ave.
Dallas, Texas, 1108 Jackson St.
San Francisco, Calif., 351 Turk St.

STERLING-MOVIES U.S.A.
New York, N. Y.
205 East 43d St.

Detroit skyline is the backdrop for this view of a Chesapeake & Ohio train leaving Fort Street Depot. Photographer John W. Mott, who also made the color-shot on our front cover, considers the above his favorite black-and-white railroad photo.

1952, John spent 11 years in newspaper, studio, and industrial photography. Home address: 2241 Woodward Ave., Lakewood, O. Taking a leave of absence from the C&O last year, he visited Brazil to shoot pictures, and while there was surprised to see new electric locomotives and ancient woodburners working side by side in the same railyards. ●

OLDTIMER. "Not many telegraphers living today began their Morse careers in the 1890s, as I did, a period when Morse operation was in its glory," writes Roger Fison, 9 Acacia St., Fall River, Mass. "From 1899 to 1907 I railroaded on 17 different pikes and in the States and Canada as brass pounder, cashier, agent, and dispatcher's copier. All those jobs were on single-track lines, with water tanks, red and white order boards, steam locomotives, very few telephones, no block system, and no hoops for handing up train orders." ●

ALTHOUGH P. C. Graves' article on "The Gold Rush Route" (April issue) was well handled, according to Robert R. Brown, 731 42nd Ave., Lachine, Que., Canada, it erred in stating that the locomotive *Duchess* was "built in France for construction work on the Panama Canal and then shipped from the tropics to the frozen North."

"A similar legend is told about the locomotive *Curly*, now preserved in Vancouver, B. C.," Mr. Brown writes, "but actually both engines were at work in British Columbia long before Count de Lesseps began his futile attempt to dig the Big Ditch."

He traces the story of the *Duchess*

(Continued on page 73)

Eisenhower train at Nashua, N. H., on the Boston & Maine

Whistle Stop

Lincoln Started It, and Since Then Nearly All of America's Presidential Nominees Have Campaigned by Rail, Harranguing the Crowds from the Rear Platform

by EJLER JAKOBSSON

IF PRESIDENT EISENHOWER stays with his decision to do no barnstorming by rail during the 1956 presidential campaign, he will have broken with a tradition that began with Abraham Lincoln and has been followed by nearly every White House aspirant since.

Lincoln toured the Nation by rail in 1860 "to see and be seen." The dress rehearsal for this first Presidential whistle-stop tour had been the Illinois senatorial campaign of 1858. At that time Stephen A. Douglas, Lincoln's rival, may be said to have started it all when he mounted a cannon on a flatcar attached to his political special—and shot it off at way stations and whistle stops to announce his arrival. Dramatically, Lincoln met the display by traveling in an ordinary railroad coach.

They say Honest Abe, before starting a trip, would walk the length of the train to the cab and shake hands with the engine crew. He wanted to meet, he explained, the men who were running the thing before he took the ride. He must have smiled when he said it. In Lincoln's time, you needed to smile. The day coaches were rough; the sleeping cars mere rebuilt day coaches with hard immovable seats. At night, light was provided by candles. Berths and mattresses of a kind but no sheets or blankets.

Despite these hardships, one of Andrew Johnson's acts as Lincoln's successor was to take a similar "swing around the circle" by rail. His main stopping points were New York City, Chicago, St. Louis, and Washington.

Congress criticized Mr. Johnson for lowering the dignity of the Presidential office and he did not get the nomination. Still, he is credited today with having carried on the campaign tradition.

By 1868, when Ulysses S. Grant ran on the Republican ticket, train accommodations had improved somewhat. The General's car was candle-lit but he enjoyed black walnut interior woodwork, plush French upholstery, and train mirrors. Grant's obstinacy, which had helped to win the Civil War, caused a certain railroad quite a bit of trouble. One campaign tour took him to his home town of Galen, Illinois. He requested that the railroad widen its narrow-gage line between Galen and Chicago so he could ride his standard-gage special train into and out of Galen, instead of leaving it at Chicago. This the company did begrudgingly.

Eight years later, Rutherford B. Hayes and Samuel Tilden rolled around the rail circuit with oil lamps and air brakes. Grover Cleveland, a former railroad policeman, stayed close to home during the 1884 campaign. But in '88 he took to the rails, campaigning against Benjamin Harrison, if not in absolute comfort, at least in luxury. The high-windowed sleeper, complete with carpets, upholstery, mahogany and vestibule, had come into its Victorian own.

Out of the West, in 1896, came William Jennings Bryan, advocate of free silver. Bryan spent three months of that muggy summer and fall in coaches, sleepers, even cabooses, anything that would get him to the voters. He took side trips by buggy when his train stopped long enough. That year he made 569 speeches, 24 of them in one 24-hour period, for what is still a record.

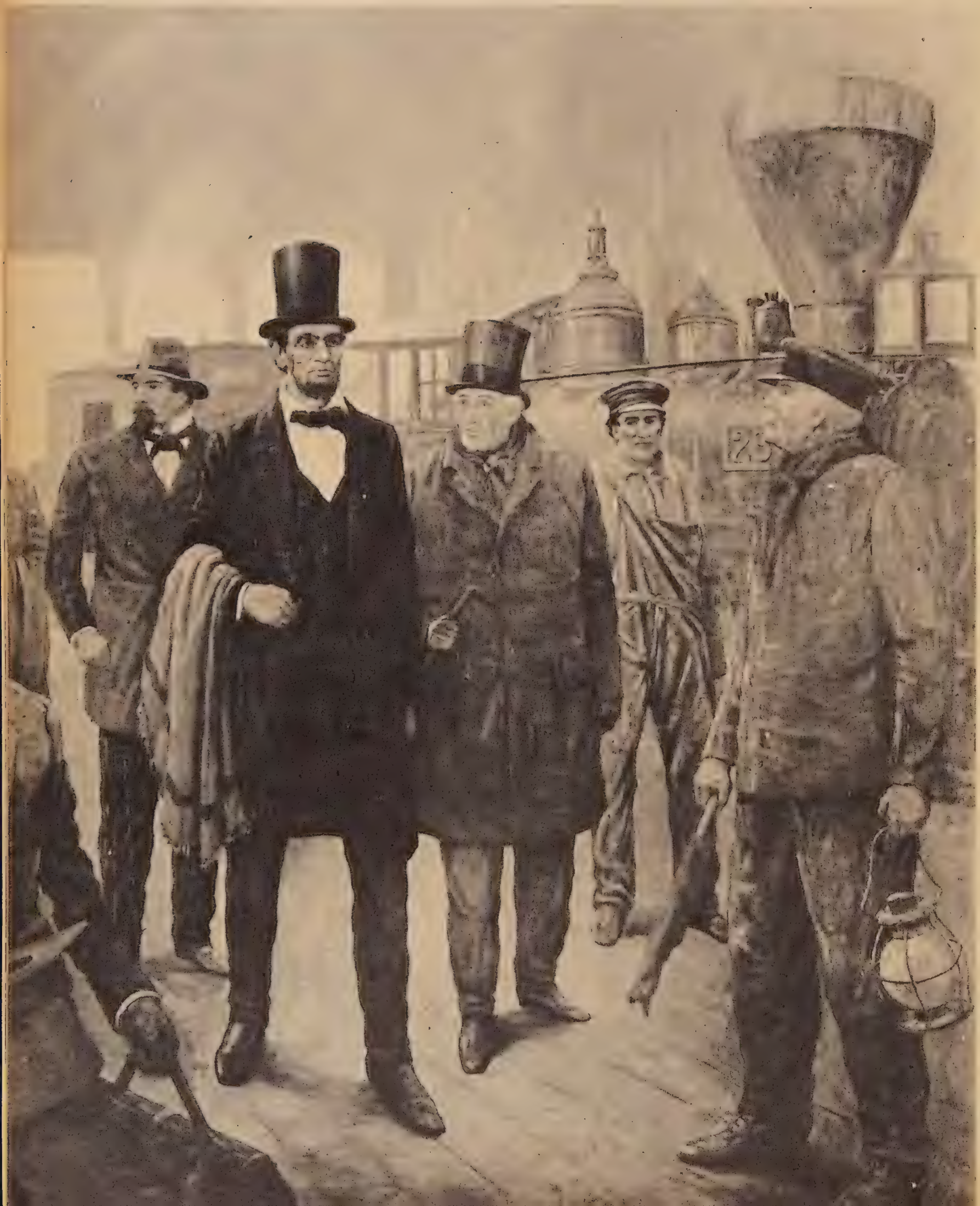
BRYAN was the first nominee to campaign in a private car. Until then, candidates had spoken from the back platforms of coaches. Oddly enough, the change was affected by a man whose middle initial and last name spelled "Bryan"—Charles B. Ryan, assistant general passenger agent of the Chesapeake & Ohio.

In that year, 1896, Mr. Ryan suggested to company president M. E. Ingalls that the nominee be given the free use of a C&O business car while traveling over their lines. "It would be good publicity," he said. Mr. Ingalls, who was a Democrat but not a free-silver man, agreed reluctantly.

The Silver-Tongued Orator reveled in this distinction. For one thing, it gave better play to his appetite. Even in hottest weather, Bryan was a hearty trencherman. His usual breakfast aboard a train consisted of a juicy steak or chops served with baked potatoes, sliced tomatoes, buttered hot muffins, and coffee, sweetened and creamed. But

Aboard his campaign special between whistle stops, Eisenhower chats with Conductor Waldrop and Flagman DeHaven on the Pennsy's Fort Wayne Division.
Pennsylvania Railroad

Abraham Lincoln, the first "whistle-stopper," flanked by two detectives, arrives in Washington via the Baltimore & Ohio.
Baltimore & Ohio Railroad



no liquor or tobacco. Bryan slaked his thirst with quarts of lemonade, cooled his majestic brow with a palm-leaf fan.

On his C&O trip the nominee had a stand-in at Newport, Kentucky, just across the river from Cincinnati. One of the politicians touring the Blue Grass State in his entourage was Newport-born Congressman Berry. As the train neared Newport for a brief stop, the local citizenry flocked to the depot to see their local boy as well as the Democratic standard-bearer.

Too late, Mr. Berry learned that the great man was not planning a public appearance there but was, in fact, in vulgar deshabille. He had taken off his shirt. A clean shirt, collar, cuffs, and a black bow tie lay on the table beside his broad-brimmed, black, felt hat.

Berry was distressed. "Those people know I'm traveling with Mr. Bryan," he told a newspaper reporter. "If he fails to speak in my home town for a minute or two, after having spoken everywhere else along the line all afternoon, it will ruin me for life."

The reporter had a bright idea. He was about Bryan's height, with a vague facial resemblance. He guessed that few, if any, of the Newport folks gathered in the semi-darkness had actually seen W. J. B. or heard his voice but all were familiar with the broad-brimmed Western hat. So he dashed into Bryan's room, with a cryptic explanation, and grabbed the hat.

Then, as the train slowed to a stop, Berry ceremoniously escorted him to the rear platform and introduced him as "our next President, William Jennings Bryan!" The crowd roared its applause. The reporter uttered a few Bryanesque platitudes, shook outstretched hands. The engine whistle screamed and the train chugged away. An unseen member of the audience was "the Boy Orator from the Platte," Bryan himself, who remained out of sight, silently shaking with laughter.

It would have made a great newspaper story but was discreetly hushed up for about forty years. Not until after both Bryan and Berry were dead did the aged Charlie Ryan bring it to light.

Underwood & Underwood

Teddy Roosevelt, shown near Redlands, Calif., was popular with railroad men because of his strenuous outdoor life and fondness for riding locomotive cabs.

The Democrats lost the 1896 election by a fairly close margin, lost it to a man who didn't even compete personally, except in a "front porch" campaign. William McKinley, pledged to the gold standard, did his speaking in his home town of Canton, Ohio, and voters took to the rails by the thousands. Fifteen to thirty special trains a day, each loaded with "gold-standard pilgrims," streamed into Canton to see him.

5216

Four years later, Bryan was at it again. The voters loved him. Farmers drove their families in buggies and wagons a hundred miles just to see and hear him. They brought home-baked pies to his railroad car. They decorated the car with brown-eyed susans. In fact, they did just about everything but elect him.

Bryan, then known as "the Peerless Leader," skipped the 1904 election but ran again in 1908, as indefatigable as ever. That year he wound up his campaign on the New York City Hall steps, just across the street from the building in which *Railroad Magazine* was then being published, and harrangued a crowd of night workers at three a.m., after having slept but four hours in the previous thirty-six.

BUT HE NEVER moved into the White House. Neither did the Socialist firebrand Eugene V. Debs, who was a Presidential nominee more often than any other man, even Bryan. A lot of railroaders liked Debs. He'd been a locomotive fireman on a road that is now part of the Pennsy and had later led the American Railway Union strike of 1894 and been jailed for sponsoring a lost cause. Unlike Bryan, he toured the land in a three-car train and dined on eighteen-cent meals.

By that time the whistle-stop technique had become a command performance. The first really modern-scale campaign tour was in 1904, when Theodore Roosevelt, as McKinley's running mate, covered 21,209 miles and made 673 speeches. Teddy was popular with railroad men. They admired his strenuous life and his fondness for riding engine cabs.

One day in the Illinois campaign via the Chicago & Eastern Illinois Railroad his train scheduled a five-minute stop at Bloomington. A reporter got off to buy stationery, and the special pulled out before he could get back on. Dismayed, the newspaperman ran at top speed, puffing and straining, but the gap between him and the last car kept widening. He was about to give up when Roosevelt, standing on the rear platform, leaned over the railing and shouted at the top of his powerful lungs:

"Come on! You can make it! Come on! You can make it!"

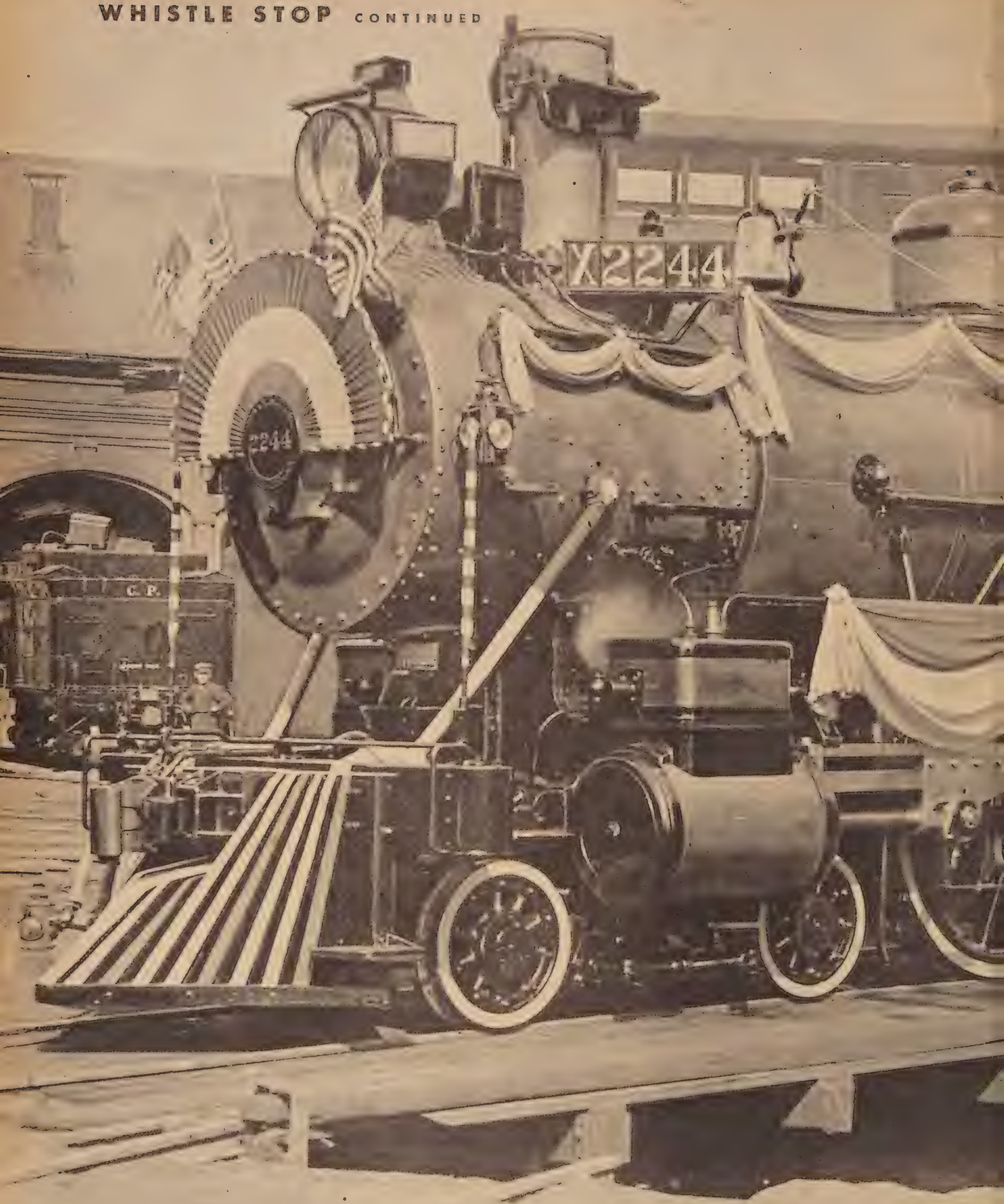
Teddy raised the platform door, stepped down, and reached out his hand. The reporter said afterward: "I just had to make it, because Teddy expected me to. With a final spurt, I grasped his outstretched hand and was dragged up the steps. There I lay for a few minutes, utterly spent. But for Teddy's help, I would never have caught that train."

Retiring from the Presidency in 1908, T. R. yielded the Republican baton to William Howard Taft. Though rail travel had been steadily improving, the swing around the sun-baked circuit must have tired Mr. Taft, who weighed 300 or more pounds. But he managed 418 whistle-stop speeches in 1908, defeated Bryan and Debs and, during his four-year term, traveled 114,500 rail-miles — a Presidential record which only Franklin D. Roosevelt broke.

As most of the locomotives in those days were coal-fired, soot was quite a problem. It was said of Charles Evans Hughes, a later Republican nominee, that "Although he was wearing a heavy dark suit and a stiff collar, he withstood the heat well, but his handsome red beard was streaked with soot."

The public-address system, which is now a feature of all campaign specials, was used first on the train that carried President Warren G. Harding to Alaska in 1923. This gadget fascinated Harding, who often adjusted it personally. The vast crowds he drew gathered to view the loudspeakers and the phones that could be plugged into overhead lines as well as to see and hear the man

Hoover's special pulls out of Peoria, Ill., on the old Chicago & Alton. He was not a dynamic campaigner, but he did manage to "swing around the circle" in 1932.
Paul Stringham, Rail Photo Service


X2244
2244
C.P.

Roundhouse force at Sacramento took pride in cleaning and decorating this Southern Pacific engine for a William H. Taft special. The pilot was brightly painted red, white, and blue.
From collection of David Joslyn, 2164 Castro Way, Sacramento, Calif.

himself. Harding called this feature his "life-saver"—ironically enough, on a strenuous trip which led to his death.

Upon his death, Vice President Calvin Coolidge went to Vermont to be sworn in as President by his father. The Pennsylvania Railroad, in charge of the trip, brought him back to Washington on a special train. Later, when the frugal Coolidge learned that special trains cost extra, he put his foot down on them with finality.

As a result, on a subsequent trip via the Baltimore & Ohio to an American Legion convention in St. Paul, Mr. Coolidge's car was attached to a regularly scheduled train. What with the security and other details attaching to Presidential service, this arrangement proved to be a major headache. Consequently, the railroads serving Washington, D. C., agreed among themselves to run specials for the President, while calling them merely "extras" and charging the regular fares. They lost money—but there is much publicity in carrying the Nation's top man.

Al Smith, who toured the country in 1928, waving his brown derby, was the first to introduce a really modern motif in flapstop campaigns. The candidate from the sidewalks of New York had an eleven-car private train, complete with shower and barber shop. An entire car was given over to duplicators which ran off advance copies of his speeches. Except for air-conditioning, which would not appear in a sleeping car until September 9, 1929, in the Chicago-Los Angeles run, Al was traveling in almost the style of today.

Many legends have sprung up around Frankiin D. Roosevelt, who totaled 357,847 miles in 399 rail-Pullman trips. On one barnstorming tour he ordered abalone, a Pacific Ocean delicacy; but apparently no Eastern chef could cook it just right, so the chef on a passing train in the West was borrowed for the job.

Northern Pacific Railway

Wendell Willkie, G.O.P. nominee and author of best-seller, *One World*, would get so enthused over a rear-platform speech that he'd forget his train had a schedule.

ROOSEVELT made it a standing rule that his train pull out immediately upon the conclusion of his speech, to avoid an anti-climax. Result: it sometimes left town with local politicians stranded aboard—and even minus a crew member.

Wendell Willkie, who was not a seasoned campaigner, had trouble with schedules. He'd become so absorbed in his speech that he forgot he was talking from a train platform. New Haven railroaders recall the day he ruined their timetable as his special kept running slow.

Earl Warren was smart, though. Being a railroader's son, the Republican Vice Presidential candidate of 1948, realized the value of time. He

Press Association, Inc.

Twice the Republican Party standard-bearer, Thomas E. Dewey greets one of his many admirers in the old New Haven Railroad station at Providence, R. I.

had one of the aides on his campaign trips blow a whistle two minutes before his special was scheduled to pull out. The whistle had two uses. It told him to cut his talk short and it warned staff members and newspapermen to be ready to leave. Because of that technique, Warren never "lost" a reporter as other campaigners did now and then.

Harry S. Truman's defeat of Thomas E. Dewey in 1948, despite all predicted odds, is ascribed by many to his vigorous whistle-stop tour, which covered 21,000 miles in seventeen trips, with the President making over 300 speeches. Part of his route was over the Western Pacific. Afterward, Truman said, "I can't remember when I ever enjoyed a day's ride on a train as much as that trip up the Feather River Canyon."

Nor were the Republican campaigners far behind him in effort. The town of Irvington, Kentucky—population 790 — was visited in a three-week period by Truman and Dewey, as well as Earl Warren, each on his own Louisville & Nashville campaign special.

Due to the sheer complexity of the operations involved, it took Harry Levins, the Pennsy's passenger representative, eighteen months to settle financial accounts of Dewey's 1948 special on that road.

It was during the '48 tour, incidentally, in Beaucoup, Illinois, that Dewey blew his top. His train had pulled into the station and he had just begun a rear-platform address when he realized that the train was backing into the crowd. He exploded, "This is the first time I've ever had a lunatic for an engineer!"

The hogger in question was a capable man named Lee Tindle, and Dewey's impatience is said to have cost him many railroaders' votes. Later came an unhappy coincidence. When Dwight D. Eisenhower was campaigning on the L&N in 1952, Lee's brother Cecil pulled the special train. Cecil didn't back into a crowd but he overshot the station at Carmi, Illinois, by several hundred yards. Listeners had time to hear Ike say merely, "I'm sure sorry—" before he was gone.

Another L&N engineer, Owen Allen, thereupon took over, but in his zeal to avoid Cecil Tindle's mistake he stopped the train short of the designated spot at the next two stations. This caused the now jittery Eisenhower to remark, "I guess the engineer didn't quite get his signals right."

Mr. Allen redeemed himself, however, when he braked in a hurry on a bend approaching Owensboro, Kentucky, because some children were scampering across the tracks.

Press Association, Inc.

F.D.R. rides the Union Pacific with his Scottie, Falla.

Wide World Photo

Adlai Stevenson poses with a baby at Pittsfield, Mass.

WHISTLE STOP CONTINUED

General Eisenhower, badly jolted by the stop, pulled himself together as stoically as any commuter and sent the engineer this message:

I have just heard that as we entered Owensboro this morning, our train would almost certainly have injured some children except for your alertness and quick action. I congratulate you on your efficiency and give thanks from the bottom of my heart that we did not become involved in a tragedy.

With best wishes, and my appreciation of a fine ride on the L&N. —Sincerely, Dwight Eisenhower.

More trouble was to come. October 1, 1952, was "one of those days" for Ike. It started at Saginaw, Michigan, where more than 20,000 persons had assembled to hear him make a 15-minute rear-platform speech. The diesel-powered train was several minutes late. When it finally showed up, the wires leading to the public-address system had been trampled upon by the crowd, making them unworkable. After emergency repairs, the train's auxiliary power system was turned on, and Ike barely had time to say, "Ladies and gentlemen—" when Engineer G. L. Stevens started her rolling, intent on keeping his schedule, as a railroader should.

"Whoops!" Ike called to the crowd as he vanished down the track. "They're taking me away!"

HALF AN HOUR later at Lapeer, Michigan, where the train moved from the New York Central onto the Grand Trunk, an engineer's quick hand on the throttle once more whisked Ike away as soon as he appeared on the rear platform. Again

helplessly fleeing his public, the nominee called back to the waiting throng, "I was supposed to have three minutes to talk to you people—"

Afterward, he said, "This train has been acting oddly all day," adding that he thought both incidents were "just honest mistakes."

Even that didn't quite end Eisenhower's minor annoyances for the day. He and his wife were signing autographs at another whistle stop and as Mamie handed the paper and pen to a collector the General was heard over the public address system plaintively crying out: "No, no, Mamie, that's my pen!"

On another occasion, on a road which shall be nameless, a power coupling broke on his train about half a mile from the station where a great crowd had gathered. Ike left his special car at the end of the train and began walking to the station. However, the first few cars were uncoupled; he boarded one of them and rode the rest of the way.

So many things happened to Eisenhower's trains that the late James P. Shields, grand chief of the Brotherhood of Locomotive Engineers, saw fit to send him the following telegram:

Any interpretation of these incidents as implying opposition to your candidacy is based on misinformation or slander. As one of the few major labor organizations which have not issued political indorsements, we have no intention of attempting to influence a campaign by less obvious means.

Engineer Stephens, by the way—he of the short stay in Saginaw—declared himself for Ike, saying it was "time for a change."

Fate beamed more kindly in 1952 on Earl Warren, his being the only whistle-stop political trip ever made on the Central of Georgia. Warren and his daughter toured without eventualities from Savannah to Macon, stopping for G.O.P. speeches.

With odds against him, Harry Truman's whistle-stop tour won election in 1948.
Associated Press

WHISTLE STOP CONTINUED

Ninety-six years of campaigns have made the American railroad a veteran at such tours. Before 1860, there was hardly enough railroad mileage to make barnstorming possible. When Andrew Jackson, on June 6, 1833, traveled the thirteen miles from Ellicott's Mills, Maryland, to Baltimore, the year the B&O was chartered, he became the first American President to ride a train. After him, Zachary Taylor made a three-mile trip over the Pennsy, which was then testing a new 23½-ton passenger locomotive at 60 miles per hour to establish a speed record for Presidents, not broken until modern times.

Today, lining up a full-scale whistle-stop campaign tour is a big job. Mechanical and human factors enter into a rigid timetable. Even such a thing as a President's taste in speed can be a major problem. F.D.R., for instance, preferred to travel at 35 miles per hour. The problem is not an easy one to solve, because the railroad's other business must run on the same track.

When requests are made for special equipment, company officials confer with the transportation expert of the political party involved. On one occasion Eisenhower wanted an extra lounge car for entertaining local politicians, and the Pennsy obliged, even repainting it to match the train's two-tone color scheme. Another Eisenhower request was for an old-time observation coach, harking back to Bryan and T. R., for rear-platform appearances. That, too, the Pennsy supplied.

Twice in '52 the Pennsy handled two campaign specials simultaneously—Truman and Eisenhower, and later in the year specials for Adlai Stevenson and Richard Nixon. According to custom, the road that originates the tour must plan it in entirety, no matter what other lines are included. Such a plan is just about astronomical in scope.

The Pullman Company is involved in multiple ways. Automatically they become hotel-keepers in transit to the nominee and his party. Because

Press car on an Eisenhower campaign special: a Pennsy coach stripped of its seats and equipped with tables and chairs.
Pennsylvania Railroad

of the many persons who travel with him—secretarial personnel, political advisers, press representatives and so on—the candidate's car is only one of a dozen or more on his train. This is a trip in which all the circumstances are special, nothing quite routine.

For each campaign train, no matter how many people are aboard, the roads collect a minimum of 125 full fares plus Pullman rentals. Such a train may cost the party's national headquarters anywhere between $1500 and $3000 a day. The candidates, of course, do not pay fares, nor do the members of their staff, but correspondents and local celebrities have to fork up.

THIS YEAR'S Presidential campaign train is different from many of those already described. It is longer, from 15 to 18 cars, and carries upwards of 150 persons in air-conditioned comfort. Its movement involves the services of anywhere from 100 to 1,000 of the best-trained personnel available to many railroads, also tracks stretching across the country and a multitude of spurs and sidings. It has certain rights over other traffic, and is manned by the most experienced crews. It is operated at no profit to the railroads.

The car has a uniform color scheme. Its operation is as faultless as human skill can make it. Whether it bears the President or his challenger, it receives the same treatment from the railroads.

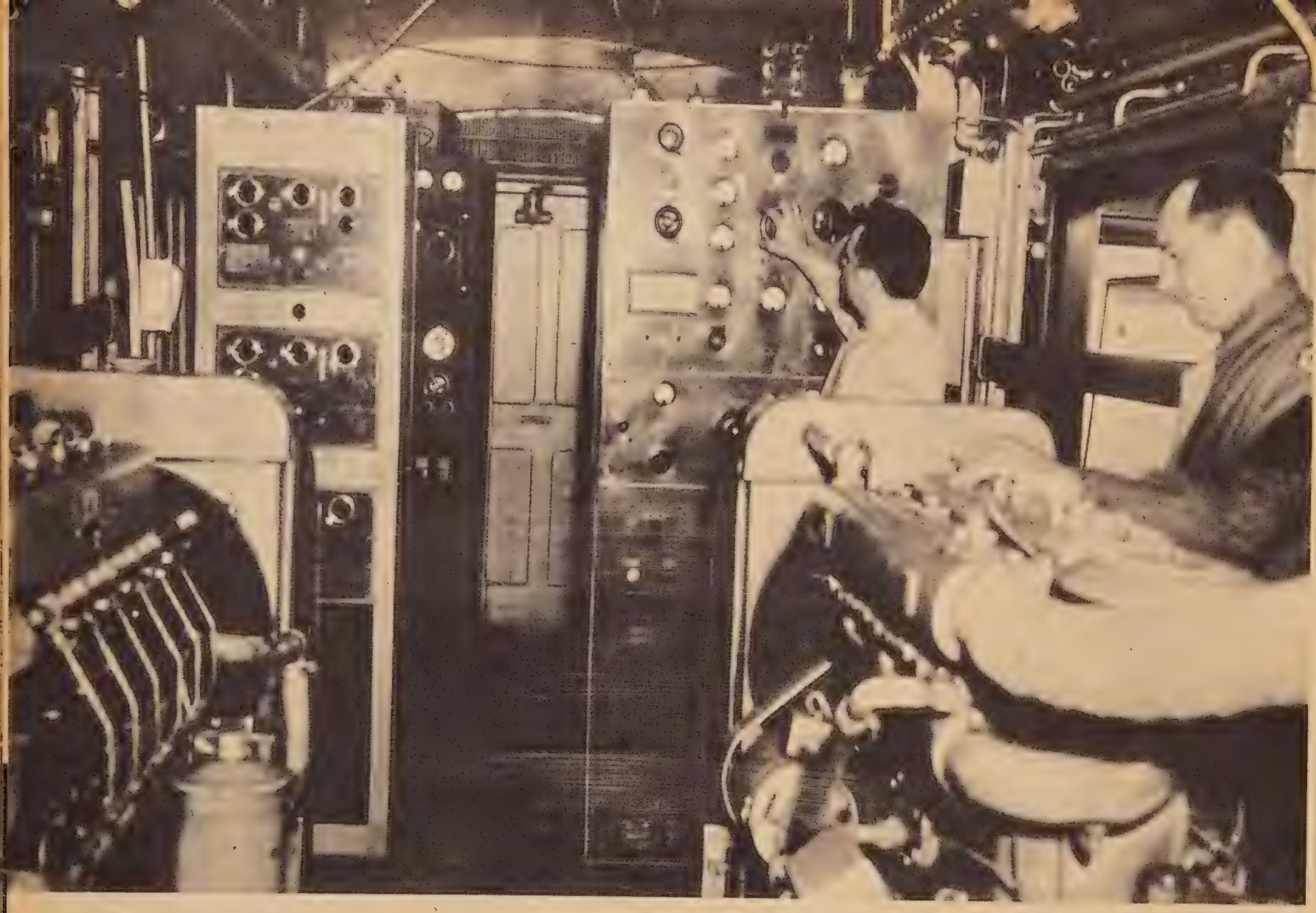
Should it be carrying the President, however, there is a subtle difference. For one thing, if Mr. Eisenhower tours by rail, will be aboard the safest railroad car in the world. This car will always be at the rear of the train. There is no other like it.

Outwardly it resembles any other Pullman with a rear observation platform and is painted a Pullman green. But if you should try to blow it up, and actually managed to raise its 285,000 pounds—twice the weight of the usual Pullman car—off the ground, it would land on its wheels.

If you should fire at it with the most powerful rifle or machine-gun

The President's private car, a rebuilt Pullman, property of the Government, is world's safest — armor-plated, with bullet-proof windows. (Below) In F.D.R.'s time it was equipped with this ramp, built by Jersey Central, now stored in Jersey City terminal. Ferrymaster Whittaker is inspecting ramp.

Jersey Central Lines



Power unit of the President's car keeps him in touch with the rest of the world by radio, telegraph, and telephone.

available today, its ⅝-inch armor plate and three-inch bullet-proof windows would stop the bullets cold. If you should destroy a bridge under it and sink the car in a lake or a deep river, it would remain upright and dry inside, while its passengers would probably get out with comparative ease and safety through submarine escape hatches built into its roof.

You could not, through any means now known, gain entrance into the Presidential car through its battleship-bulkhead doors—unless permitted to do so by its occupant. Nor could you, according to the best current scientific and engineering opinion, employ a force that would overturn it.

Furthermore, you would be surrounded instantly by an army of secret service agents, bodyguards, and railroad police.

Harry A. Karr, who has functioned on Presidential specials using the Pennsy rails since Calvin Coolidge's inauguration in 1923, tells of a time Franklin D. Roosevelt's special car was whisked without advance notice onto another road because there had been rumors of an attempted derailment.

And on at least one other occasion, the Presidential train was saved from running over a bundle of dynamite on the tracks by an alert trackwalker, according to dispatcher E. M. Shaler of Monterey, California. Neither man learned the details.

United States car No. 1 is the former *Ferdinand Magellan,* an ordinary Pullman converted to its present invincibility shortly after Pearl Harbor, through collaboration between Pullman Company engineers and the Association of American Railroads, which footed the bill for conversion. It is the first and only car ever owned by the U. S. Government and dedicated to the exclusive use of the President.

The AAR sold it to the Government for one dollar—and any string of varnish to which it is attached must move over the railroad under the code word: POTUS—President of the United States.

When the code word is flashed and the Presidential train begins to roll, all other traffic on the line automatically halts. Switches along the right-of-way are not only locked but spiked in position. A pilot train, consisting of an engine and one car, moves ahead of it. Opposing traffic stands still until the President's special has passed, and no train may follow it by less than fifteen minutes. Wherever the train halts, even if it is by a prairie water tank under a coyote moon, secret service men pile out to form a cordon about it.

Only three Presidents have ridden this car: F. D. R., Truman, and Eisenhower. Regardless of who uses it after the shouting has died in 1956, it is the car of champions. ●

Casey Jones Museum

From "The Story of Casey Jones Guide Book"

Casey's last home, 211 W. Chester St., Jackson, Tenn., is preserved as a shrine to a name that symbolizes railroading.

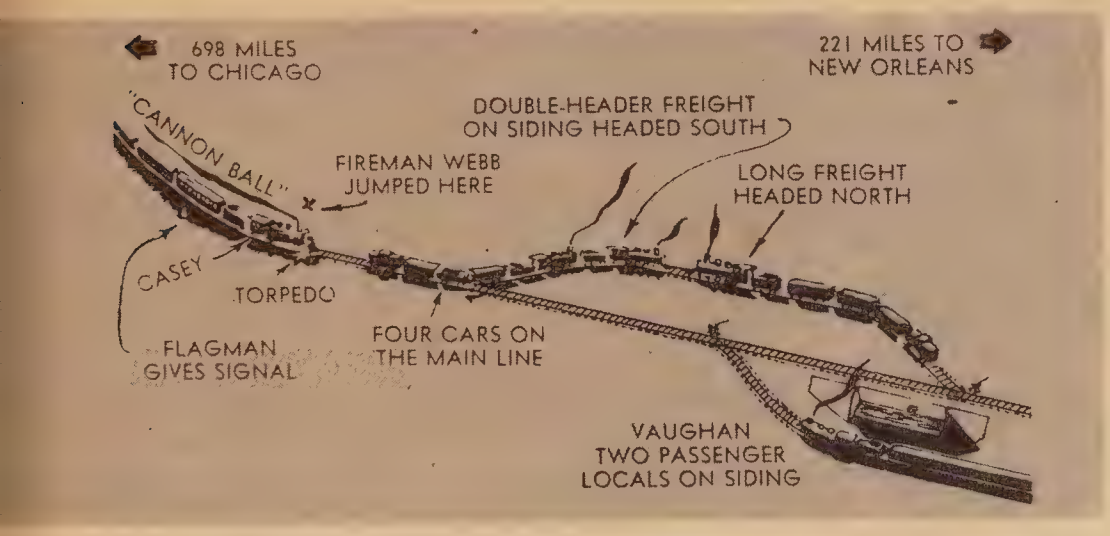
THE WHITE FRAME house on a quiet street in Jackson, Tenn., where John Luther Jones used to live, has just been made into a museum as a fitting memorial for the nation's top railroad hero.

In 1884, the tall, handsome fellow went to Jackson to work on the Mobile & Ohio (now part of the GM&O). He boarded at Mrs. Brady's, where a hearty crew of railroaders christened him Casey, after Cayce, Ky., his former home town. Janie Brady, then 16, who helped her mother wait on table, fell in love with the boarder and married him. The ambitious Casey became a hogger on the Illinois Central and was known as a fast roller. He could handle a whistle in a strange and wonderful way. Those who heard it describe the sound as a sort of whipoorwill call—a mournful wail ending in a mighty crescendo.

Casey started his "trip to the Promised Land" on April 29, 1900, when he doubled back on the *Cannon Ball,* the IC's Number 1 passenger train. Most railfans know the story of his last run. He would have made it if a freight hadn't been delayed getting into a siding at Vaughan, Miss., too slow for Casey's ten-wheeler to clear the last three cars. Casey set his air brakes and told Sim Webb, his fireman, to jump. Then the famous whistle gave a last, long scream as the *Cannon Ball* plowed into the freight, and Casey Jones joined the roster of immortals. They found his body in the wreckage, his hand still clutching the whistle cord. No one else was killed or even hurt.

The original version of the song was written by Wallace Saunders, a Negro engine wiper.

Sim Webb is still living. So are Casey's widow, a son, and a daughter. Casey himself lies buried in Jackson, some distance from the new museum. ●



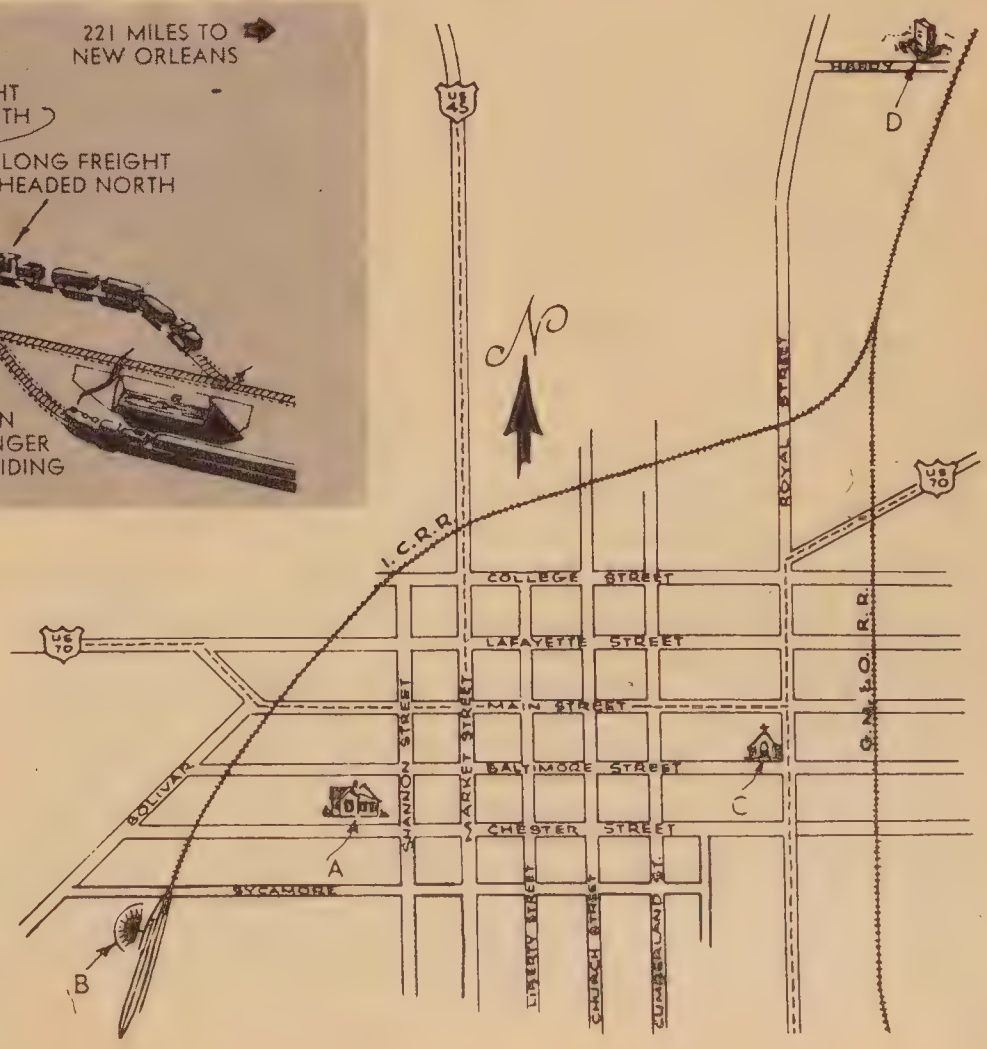
(Above) Diagram of wreck at Vaughan, Miss.
(Right) Points of interest to visit in Jackson.

(A) The Home of Casey Jones
211 West Chester Street

(B) The Illinois Central Roundhouse where the song was born

(C) St. Mary's Catholic Church where Casey Jones and Jane Brady were married

(D) Calvary Cemetery where Casey Jones lies buried



O. R. Cummings

Three of the 46 cars in Seashore's exhibit: Dallas 434, double-decker from Blackpool, England, and Montreal & Southern Counties 621. Yard trackage came from the old abandoned South Boston carhouse of the Metropolitan Transit Authority.

TROLLEY TOWN, U.S.A.

Seashore Electric, the "Do It Yourself" Railway,

Is an Outdoor Operating Museum at Kennebunkport, Maine,

With More Than a Mile of Track and 46 Cars

by O. R. CUMMINGS

SUMMER VISITORS to Trolley Town, especially those who come on week ends, will find this charming bit of countryside at Kennebunkport, Maine, buzzing with creative activity. Our motto is "Do it yourself." From the entrance to the grounds, where stands a garage for the maintenance and repair of motor vehicles, to the northern boundary, things electrical and mechanical are happening all the time.

Take the car shop. In this frame structure, covered with gray transite, our carhouse foreman, Joe McLaughlin of Portsmouth, N. H., is happily whiling away his leisure hours by rebuilding car Number 108. A graying bachelor, Joe earns his living in a mica insulation plant. Number 108 formerly ran as a mail car between Kittery and York Beach, Me., on the Portsmouth, Dover & York Street Railway, a predecessor of the Atlantic Shore Line. Inasmuch as Joe used to work on that now-abandoned line, you can understand why old 108 is his pet project.

All over the place people are having fun. The setup is the trolley museum known as the Seashore Electric Railway and it's owned by the New England Electric Railway Historical Society, Inc. There's nothing snobbish about it. Anyone can join, regardless of sex, race, religion, or national origin.

Last summer, thousands of persons visited Trolley Town merely to look at the exhibits, but this season the public is riding two open-bench cars. These cars, both of which once saw service in New Haven, Conn., were overhauled and repainted for the tourist trade.

Wander about the grounds. Near the car shop you'll see three small buildings—one wooden, two of steel—in which are stored tools, paint, and spare parts. One of the steel buildings came from the Uncanoonuc Incline Railway of Goffstown, N. H., where it housed two rotary converters. Seashore bought the converters but later sold them to the Connecticut Electric Railway at Warehouse Point, Conn.

Want souvenirs, railfan publications, or a soft drink? You can buy these in the small dark-green store that stands just behind our car shop. Last year the gift shoppe was supervised by Miss Barbara Heard, a glamorous Radcliffe College student, who also served as tourist guide and chief cook. Barbara became interested in Seashore through her friendship with certain members from Cambridge, Mass. She spent an entire summer at the museum, residing in a nearby private home.

Some of our members live on the grounds over the week-ends. They sleep in a bunk-house which is neatly tiled and boasts fourteen berths and a kitchenette with an electric refrigerator and a gas stove. The kitchenette is used by those of us who prepare our own meals, in keeping with our motto, but we like the feminine touch in culinary matters.

Maybe you sniff the aroma of steaming hot coffee or ham and eggs. Those smells don't necessarily come from the kitchenette. Just outside our sacred enclosure is a sort of railroad hash-house, a private home, where a neighbor, Mrs. Marcia Clough, dishes up tasty and ample breakfasts, dinners, and suppers to Seashore members on week-ends.

North of our bunk-house is the power-plant. It's the customary hangout for Bill Lamb, M.I.T. research engineer. The tall, dark-haired Bill is continually testing new gimmicks and gadgets to make the plant function more efficiently and to cut down its huge use of gasoline.

Behind the power plant you will see the carpenter shop, designed and built by Charlie Chase, Portsmouth carpenter. It seems that Charlie doesn't get enough carpenter work during the week, so he spends his Saturdays and Sundays swinging a hammer for good old Seashore. He is also an expert in the track department and spends some time there. Anything to keep the cars running smoothly.

Where track or wire work is going on you are likely to find "Boss" Ted Santarelli de Brasch supervising and putting in more than his share of muscular effort. Ted is the president of Seashore Electric. On week-days he's employed in a Boston bank.

Often as not, his assistants on a Seashore job are George M. Blake and J. Emmons Lancaster, both of Portland, Me. George is a plumbing and heating supply man while J. E. is a civil engineer on the Maine Central Railroad. Other volunteers may be John Coughlin, a University of Massachusetts student, and Francis J. Cheney, insurance.

George Woodruff

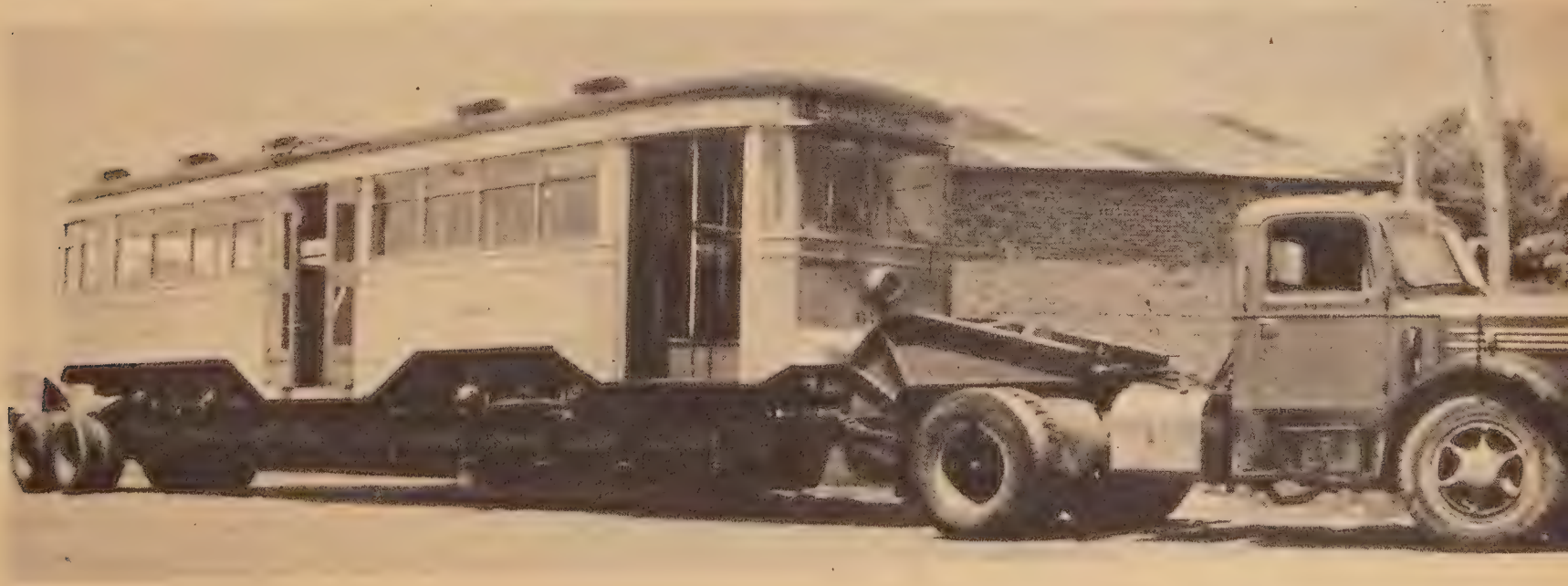
Carhouse foreman Joseph McLaughlin is seen adjusting a trolley-pole rope.

J. E. Lancaster heads our construction department. His wife is one of those delightful creatures known as a railfanette. She has spent quite a bit of time at Seashore with her husband, helping Barbara Heard in various chores.

If you notice a pair of big feet protruding from underneath a car, don't ring for the ambulance. They probably belong to our general manager, Dwight "Ben" Minnich, formerly of Minneapolis, who plans a lot of necessary tasks and sees that they're carried out. Ben earns his

Seashore members built this car-moving trailer. A Baltimore exhibit reaches Trolley Town after an 800-mile journey. Refusal of state authorities to allow the heavy rig on New Jersey highways lengthened the trip to Maine by some 300 miles.

Ted Santarelli



bread and margarine as a researchist on the payroll of the top-secret Lincoln Project at Lexington, Mass.

Inside the bunkhouse you may find Eliot M. Sterling changing from a sailor suit into working clothes. Eliot is our master mechanic in charge of maintenance and operation of heavy equipment. He's a Navy man stationed at New London, Conn., and, like George Sanborn, a Navy man based at Newport, R. I., enjoys plenty of Saturdays and Sundays at Trolley Town. It is not unusual to see as many as two dozen Seashore members spending at least part of their week-ends on the grounds.

Trolley Town's glamour department last summer included Miss Barbara Heard, a Radcliffe College girl who served as tourist guide and chief cook, besides helping out with various other chores such as scraping old paint from streetcars.
O. R. Cummings

Long-range plans call for building a five-mile line from our present grounds to a new terminal beside U.S. highway Route 1, near the Kennebunkport-Biddeford town boundary. The Society has bought more than 100 acres of land for this purpose and has secured permission to lay its tracks over part of the private right-of-way of an old abandoned trolley line.

The new terminal will include a large parking area in addition to buildings and storage tracks for the trolley exhibits. We figure it will take years to complete this project. Progress will depend upon the availability of rail, ties, poles, overhead, and manpower.

Perhaps the most ambitious "do it yourself" project the Society has undertaken is the moving of 31 cars from points as far away as Baltimore and Philadelphia to the Maine museum. This has been done by volunteer members in the face of such difficulties as flat tires, blowouts, broken truck and trailer axles, and engine failures.

In the car-moving project, Seashore members built their own 50-foot highway trailer, designed especially for hauling trolleys of all sizes and weights. It was made of two heavy steel girders, with steel crosspieces extending outward to support two girder rails set at standard gage. The parts are electric welded, with reinforcing bolts where necessary, and the rig rides on two axles, equipped with two pairs of dual wheels.

Another ambitious "do it yourself" project was the setting up of the power plant. A gasoline-powered generator, donated by the New York Central Railroad, was reconditioned by Eliot Sterling and Bill Lamb.

Bill also designed and built a system of semi-automatic electronic control to improve the efficiency of power supply. This setup includes a low-power system which converts commercial 220 volt alternating current to 550 volt direct current. It produces enough energy to operate air compressors and provide lights. When it is needed to operate the

trolleys, the main engine is started and allowed to warm up for about five minutes before being placed in automatic operation.

Advancing a car controller one point shorts out the low power and actuates a system of relays which causes the main engine to accelerate. When it reaches proper speed, another relay cuts in and transmits full power to the overhead.

The system is so arranged that if full power is not drawn for one minute, the engine automatically returns to idling speed and the low power is restored. The electronic control also returns the engine to idling speed in the event of overheating, low oil-pressure, or other mechanical or electrical difficulty.

One of the major attractions at Seashore is a double-deck tramcar from Blackpool, England. Donated by the mayor, aldermen, and burgesses of Blackpool, it was shipped from Liverpool to Boston and was trucked from there to Kennebunkport. A Biddeford woman visiting the Trolley Town was amazed to see the Blackpool tram. A native of Blackpool, she'd come to America as a war bride. And a Boston man who had formerly lived in Blackpool read about the car in a newspaper and hastened to Maine to greet it as an old friend.

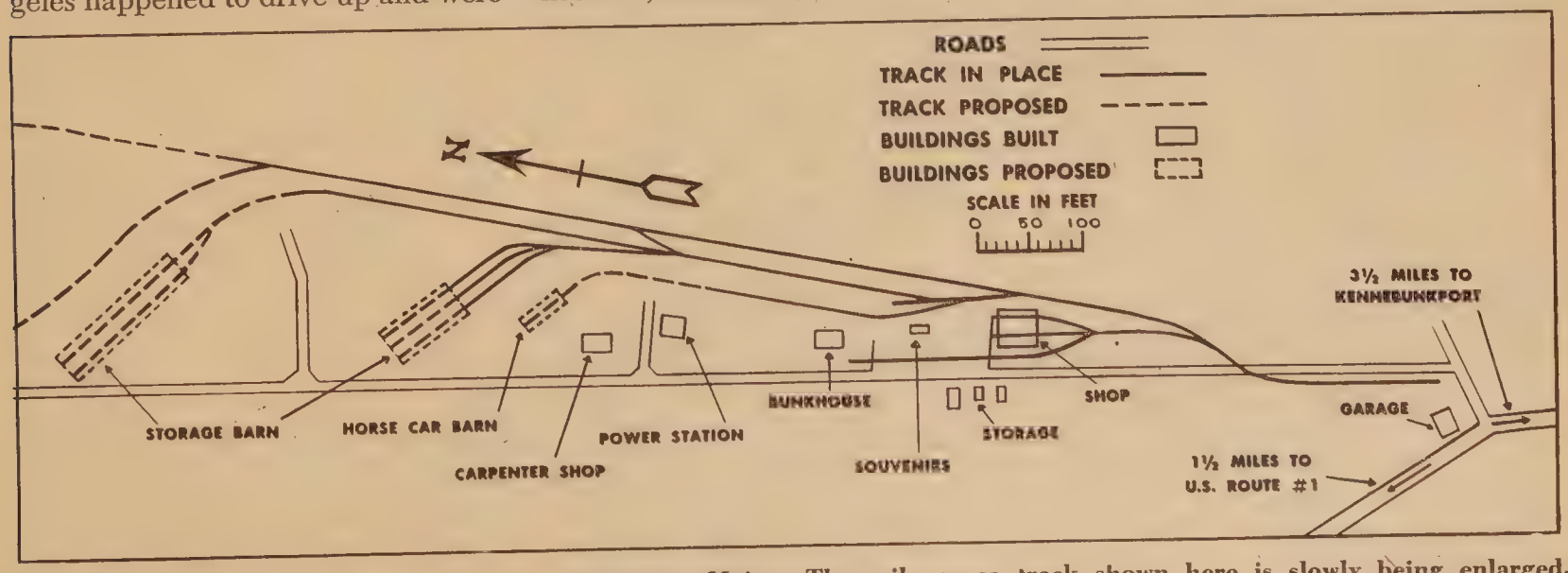
Also very popular is the California-type car from Los Angeles, which was shipped via the Panama Canal and Boston. On the day after its arrival, motorists from Los Angeles happened to drive up and were astonished to see a car from their own city.

Our collection of 46 cars of various types represents 14 states and Great Britain and Canada. The states are Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, Colorado, Indiana, Ohio, Iowa, Minnesota, Pennsylvania, Texas, California, and Maryland. Major cities represented are Boston, Philadelphia, Baltimore, Denver, Minneapolis, Los Angeles, Dallas, and Montreal.

Among the companies from whom cars were acquired are the Metro-

George Woodruff

Powerhouse superintendent Bill Lamb repairs pole apparatus on a car roof.



Seashore Electric's trolley museum at Kennebunkport, Maine. The mile or so track shown here is slowly being enlarged.

politan Transit Authority of Boston, Eastern Massachusetts Street Railway, Connecticut Company, Los Angeles Transit, Lehigh Valley Transit, Twin City Rapid Transit, Cincinnati & Lake Erie (via the Cedar Rapids & Iowa City), Philadelphia Transportation, Baltimore Transit, and M&SC.

Back in 1939, when a few railfans met to form what is now the Seashore Electric Railway, with the idea of saving and operating some of America's fast-vanishing trolley cars, plenty of skeptics said it couldn't be done. But railfans are a determined lot. This bunch went ahead, and today the Society boasts more than 360 members, representing 20 states, Canada, and even England and New Zealand.

We own 46 cars and over a mile of track. During last January's thaw, hardy souls added nearly 90 feet to our "mileage." Trolley Town is not merely a summer resort, it is open to members any time they want to work at their hobby. Visitors are welcomed whenever members are on the grounds.

There are two classes of membership. Regulars pay $2 a year; sustaining members, $12. For each $10 you give the Society you are entitled to one vote. Gifts totaling $50 make you a sustaining member.

Regulars have the privilege of working on the grounds and riding the cars. They also attend meetings if they want to and receive the Society's mimeographed bulletins and illustrated annual reports. An addi-

Bill Lamb, adjusting trolley pole, works for the Government week-days but has fun in Maine on Saturdays and Sundays.
George Woodruff

Ted Santarelli

Beauty and the beast: tourist guide poses with the mascot named George beside the Seashore's highway tractor.

tional privilege for sustaining members is permission to run the cars, provided they qualify after taking an instruction course. The instruction fee is $5 an hour.

The Society has no age limit except that an applicant under sixteen must be sponsored by a senior member. We are slowly accumulating a library. Anyone interested in our illustrated booklet, *Historic Cars of the Seashore Electric Railway,* may get a copy for a dollar from the Society's general offices, 21 Carver Road, Newton Highlands 61, Mass.

Seashore is bright with color. So when you come here, bring along your color camera. Hues range from the pea green and white of Dallas and Blackpool cars to Boston's rich traction orange, the yellows of New Haven, Minneapolis, and Baltimore, and the vivid red of Sanford, Me. Numerous old cars have been painted all-purpose green to protect both wood and metal surfaces until the original color schemes can be restored.

The largest single group of cars we have are twelve from Boston, which includes just about everything from a former single-truck parlor car to a 20-ton electric trolley crane. There are also five cars from New Haven (originally Connecticut Company equipment) and two single-truck Birneys which ran in Colorado before a Main street railway acquired them in 1927.

When you visit Trolley Town this summer you will see that we have several mascots. One is a shaggy dog named Ferdinand, a friendly mutt. In fact, all of our beasts like to be petted—as who doesn't? We have a billyboat named George.

George and our pet sheep, Blackie, work in the lawn-mowing department. Their duties are to crop the grass and weeds close, which helps to prevent fires. Some trees at the rear of Trolley Town were destroyed in the disastrous forest fires of 1947 when flames, sweeping down to Biddeford, roared to within a hundred yards of our place. Many Seashore members, fighting heroically, brought the blaze under control in time to save the museum and some threatened farmhouses.

That is why we keep George and Blackie. We can even forgive the goat's special fondness for the rattan seats of trolley cars. Now and then he slips his tether and drifts over to the nearest car to browse on a little dessert, his dessert being rattan.

Maybe you have never been bitten by the "do it yourself" bug and are feeling sorry for the fellows who throw themselves whole-heartedly into tasks that have to be done around the Seashore Electric Railway.

"So much time and labor and sweat," you say, "and for what?"

And we reply: creative activity is fun. Especially if your hobby happens to be trolley cars. This form of transit is fast fading from the American scene. Millions of youngsters growing up today have never seen a streetcar. There is a real need for historical museums such as ours and the one at Branford, Conn.

We members have good reason to be proud of Trolley Town. It is worth working for, worth contrib-

George Woodruff

Ralph Brown, lineman-surveyor, handles a trouble-shooting job on a pole that stands beside a string of old cars.

George Woodruff

Seashore general manager Dwight B. Minnich operating one of the cars.

uting to. The work we do is voluntary—a labor of love. Any member may toil or loaf as he chooses. Nobody is bored at Trolley Town.

But even the most ardent members take some time off. On hot afternoons there comes a pause in the day's routine and you hear the glad cry, "Creek time!" as a gang of trolley fans head across the Biddeford Road to a cool limpid creek. Shade trees hang lazily over it. Long-legged waterbugs dart erratically on its shining surface. And it's just deep enough for diving and swimming. Oh, boy, does the water feel good!

If you are one of those who prefer the ocean, you drive a short distance to Goose Rocks beach, where clean, white, inviting sand slopes gently into the surf. While one group picks the rural stream, another goes for the briny, and somebody stays behind to make sure that no prowler steals or wrecks anything.

Yes, the Seashore Electric spells labor and sweat but it also spells joy. There's a kind of magic in Trolley Town, U.S.A., that lures people from many trades and professions. A few of us don't care too much for streetcars but we all like to join in wholesome outdoor activity, far from city crowds, out where salt sea winds blow the fragrance of pine and blueberry and sassafrass across the glinting steel rails. ●

Ted Santarelli de Brasch, president of New England Electric Railway Historical Society, hauls ties. Work car in background was built for the Eastern Massachusetts Street Railway. The sheep at the left is one of Trolley Town's grass-trimmers.

George Woodruff

Romance, Adventure, Glory?

by JAMES B. RELYEA

LET'S GO railroading, 1900 style. You were born next door to a boxcar, the sound of smashing couplers in your ears. You cut your teeth on a switch key; your playthings were links and pins. You were educated to the fifth grade on the grab-irons of car cuts in the yards, and at the age of eighteen you graduate with honors in the descriptive language of the rails.

You are ready now to go out on your own. You beg, borrow, or steal a "thousand-mile" shirt, a soft round hat, and a string tie, and wash your face and put on shoes—more truth than fiction at the time—and hit the trainmaster for a job braking.

He says, "How old are you?"

You say, "Twenty-one."

He grins as he looks you over. "Twenty-one already? My, how time flies!"

But he tells the clerk to fix you up. You are given a switch key, a "bible" (book of rules), and a brake club. You sign the payroll card. Then you make three trips to learn the road. Or maybe you don't, but convince the caller that you did. Anyhow, you are put on the extra list, and soon you get your first call.

At last you are a railroader! You sign the book proudly with a couple of flourishes. For a while you are cussed by everybody you meet. But don't worry; you soon learn the ropes. Some day it will be your turn to cuss the students. In no time at all you pick up the art of poling cars, flying switches, rolling and lighting cigarettes on the deck of a boxcar in a windstorm. In three months you know it all.

Up till now you have been a hustler, but the many times you got a close view of the Pearly Gates slow you down a bit. Your heart sinks when you see one of the men pass through. Perhaps a pal has "greased the rail" (beeen run over). It's too awful to think about. You turn your mind to other things. You listen to the boomers who come and go—their thrilling lies of far-off rails, lies of endless sunny days with all the good eats and drinks, lies of adventure, romance, and beautiful dames waiting just around the next corner.

You believe it all. Then comes the day you "pull the pin" (quit the job) and start out to see where the rails go. You will make a piker out of Marco Polo and Sinbad the Sailor. You kiss the old buddies bye-bye and climb on a hack. A week here, a month there, and you land on the West Coast. That's as far West as you can go and continue to railroad.

Maybe you're in Los Angeles, in Riverside, in San Berdoo, or Oakland. By this time you might fire as well as brake. Well, the next thing to do is to start back East. Maybe you had Rule G (liquor) troubles on the way West, so you hire out in spots under a "flag" (phony name). In about two weeks you hit Barstow or Needles and maybe make a couple of round trips out of Needles. Then in turn, you work Albuquerque, Las Vegas, and La Junta, and land in Dodge City teetotally busted.

After a month in D. C. you have a few dollars, so you jump on to Newton for a short stay, then Fort Madison, and to Chicago for a visit on many pikes—unless it is winter, in which case you collect a stake for a long jump to Buffalo.

BUFFALO was the boomer's paradise in the early 1900s. You could always find jobs floating around in Buffalo. Here you use your own name again. Tell the callboy you want a job. He gets in touch with the trainmaster and marks you up. You go firing on the West Shore, make three trips to Syracuse, and then lay off or quit. You need a good sleep with plenty of tired tonic in a quart bottle.

Ditto the New York Central, the Erie, and the Buffalo, Rochester & Pittsburgh (now part of the B&O), or take your choice. Again you head East—Syracuse, Elmira, or Sayre—what's the difference? You get a job, but a few weeks later you decide to go back home for a visit—Albany, Jersey City, Philly, or wherever you came from.

Ha, ha! Boomer! Romance, adventure, glory. You tell the old gang all the familiar lies entitled, "From Coast to Coast." Tales of the Golden West, ninety bucks a month on the San Pedro harbor job, gay nights at Jack Haley's in Los Angeles, balmy days in El Paso. Girls galore. Bright lights along Sheridan Road, Chicago.

Yeah? You with empty pockets, not even an extra pair of socks. But you have mem'ries that'll always be with you. Mem'ries of lonely, gloomy, half-starved days in tiny Desert Division towns, days when your tongue hung out. Yes, you're a boomer now.

You ramble again, and on September 15th you anchor at West Albany on the Central's world-famous Mohawk Division. Four tracks of pure hell when the grain begins to run. It's about this time, say 1902, that the nice new Compounds arrive, fifty of them. Use the same steam twice and pull sixty cars; such fun!

A crew called for six a.m. left at noon. Six p.m. might find them at Yost—forty miles in twelve hours. No dog catchers. That is to say, no one to relieve you when you work long hours of overtime. You stick with the drag if it takes sixty hours. Brakemen drew about $60 a month in those days if they didn't lay off for a sleep. A fireman got a little more, but he paid a big drop of sweat for every pound of steam to the rotten compounded iron hogs. More steam leaked away from those hogs than was used. The head end looked like a cloud; the only way to see ahead was to shut off or have the head brakeman ride the pilot. There were plenty of wrecks.

That Mohawk Division made more boomers than the entire Pennsy did. We're still speaking of the early 1900's, of course.

Let's take a peek into the West Albany "bungalow" (railroad YMCA)

in January, 1902. All the beds are full. Men are asleep on chairs and even on the floor. A clerk calls the crews. Language never heard in Sunday school flows freely between the clerk and the down-trodden slaves, but you force your eyes open and get ready to go.

You manage to reach the lunch bar, where you eat a double-headed order of "dope and flats" (coffee and hotcakes), bundle up in all the clothes you own, get a basket packed with grub—enough for a week, perhaps—and start out through the blizzard, across the bridge, and down into the roundhouse.

The sassy clerk tells you to find the nice Compound—Number 2700, let us say. You find her, take one look, then another look to be sure, and head for the office. You howl about flues that leak like a rainstorm. You talk loudly regarding other details of that damned rolling so-and-so.

Your howls reach the ears of that dear old friend of all the fireboys, Mike Manning, upstairs. Mike comes down and applies the old salve—hearty laughs, with a slap on the back—which fixes any Compound—at least, until she gets out of his sight.

Remember the days when Mike was a callboy? Remember him making the rounds, shaking the half-dead "hog nurses" alive with threats, promises or blarney? He'd even offer to hold up your sleepy head while you signed the roob—in those days, remember?

GETTING BACK to the subject: You stand on the bridge undecided whether to fire or brake. One set of steps goes down to the office of Billy Spice, trainmaster. The opposite side leads to the master mechanic's office. You choose firing—that's warmer than braking—and in ten minutes you have a job. You start for the bungalow, but the caller almost beats you there. He orders you to get on a Compound in a hurry. You meet Mike in the office.

Mike says: "Hurry up! Get her hot! Slade will be over in a minute."

You find the hog back in a dark alley. You turn the blower on, hook the fire deep, bail in a ton of something called coal; and by this time the hoghead shows up. He monkeys around until Mike appears and bawls out:

"Come on, you so-called engine-mauler, this a hurry job! Get going!"

The hog-teaser gives a jerk on the bellrope. A bag of rags suddenly appears on the turntable. He opens her up and at once a cloud of steam fills the place. Every Compound is full of front-end leaks. They can't be stopped, it is claimed, so she goes over the road in a bunch of steam.

Just inquire around among the old-timers if you think I'm exaggerating. Anyhow, the hoghead inches her along to balance on the turntable and in course of time you get over, under the bridge, and onto the train, and you pump up the air, if any. The brains comes up then, with his brakemen all bundled up, only the eyes and nose showing.

He says: "Why don't you ride the crummy—you can see more back there than you can here?" Then: "We got fifty-four cars, with five cars of air. Ready when you are."

The eagle-eye jerks her tail, and you're off in a nimbus of steam, with the head shack on the pilot. You manage to get out of the yard and up to the tower at Carmen, where you join the parade. Two yard goats push you to the top of the hill and you slide down to Schenectady for the sandbank plug.

There you stand on the bank and freeze while the exasperating slow trickle of half-frozen water takes thirty minutes to fill the tank. Then you crawl along to where you stand back of three trains at the Hoffman plug, and wait your turn.

Then on to St. Johnsville, where you stop for coal and water. The hind man comes ahead about this time to trade jobs so that the head man can go back to eat. Oh, boy! He has a big can of coffee and a pint of snake-bite cure, "Pride of West Albany." The hog-mauler takes his share, maybe a little more, and you have a nice long swig yourself. How are you to know but what a big twenty-foot rattlesnake won't jump out of one of these snowbanks and bite your left ear?

After that you rake and shake your fire with the new life blood and you cover the white spots 'way up front without half trying. Meanwhile, you are dragging along to the Herkimer plug, and then on to the Utica yard. There you join the convention meeting in the lower yard office for an hour or so. After that you move up to the Genesee Street crossing. There you stand for another hour to let traffic run by the roundhouse and back. And then on to Rome.

There might be a clear track, so the skipper rides out on the pilot, as the brakeman has positively refused to freeze to death. A red bug at Whitesboro. Glad news! There's a wreck at Rome, two trains in a heap! An eastbound cloud broke in two and came together again, then a westbound cloud tore into it.

You refill your pint flask in town and watch the "big hook" go by in a cloud of steam. You lay there just seven hours. Coal and water being low, you then drag into Rome.

No wonder they call Rome the "Eternal City"—you wait at Rome, N. Y., so eternally long. Why trains are held there for hours without reason is a mystery.

Ages pass before you leave Rome. The hogger looks at his watch and yelps: "Holy Moses, twenty-two hours! I could walk faster than that!"

You try to laugh as he talks to himself. Still, you wonder yourself if the old folks at home are still alive and if it was yesterday, last week or last month you left West Albany.

Two hours later in Oneida you rave and rant all over the deck. You throw the scoop back on the coal and tell your pal you're done railroading and you're getting off this greasy man-killer, never to look a dirty hog in the face again.

"No man with brains ever goes railroadin'," he says, "and when he does he can't stop. Only $3.20 for 147 miles, wow! A coal-heaver in a coal-yard earns that much in ten hours. I'll bet you got insanity back in the family some place."

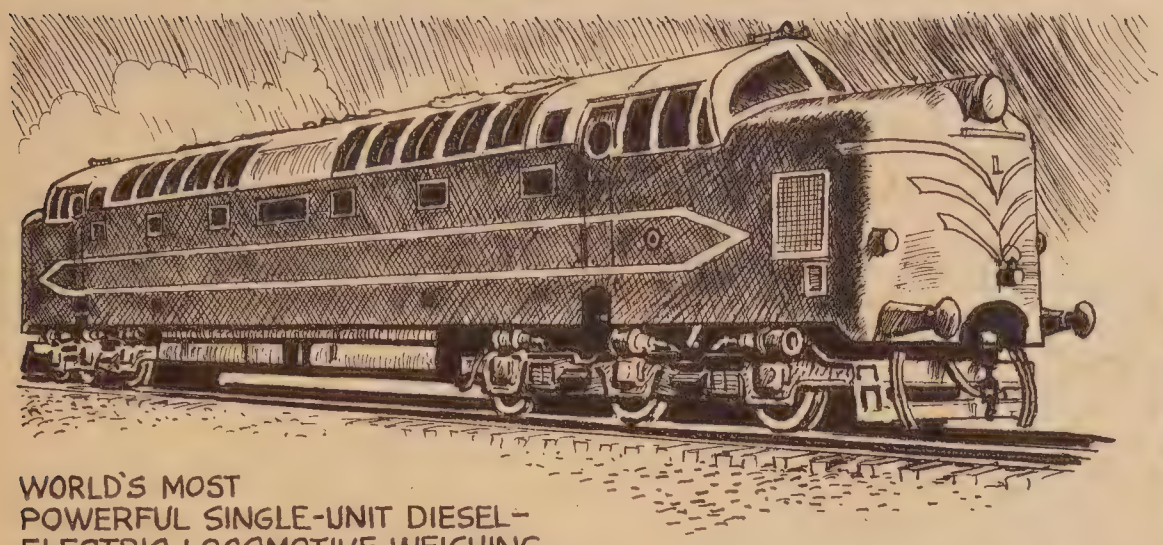
At length, after a lot more delays, your train crawls into the yards and —oh, delicious sensation!—you go over to Carey's and flop into the hay.

But in six hours a sadistic caller shakes you alive. You refuse to go. You chase him out and push the bed against the door and you go to sleep as he pounds on the door and wall. He tries again in six hours, then eight. No use! You sleep the clock around—and then back to work!

Yeah, you're a boomer. Romance, adventure, and glory!

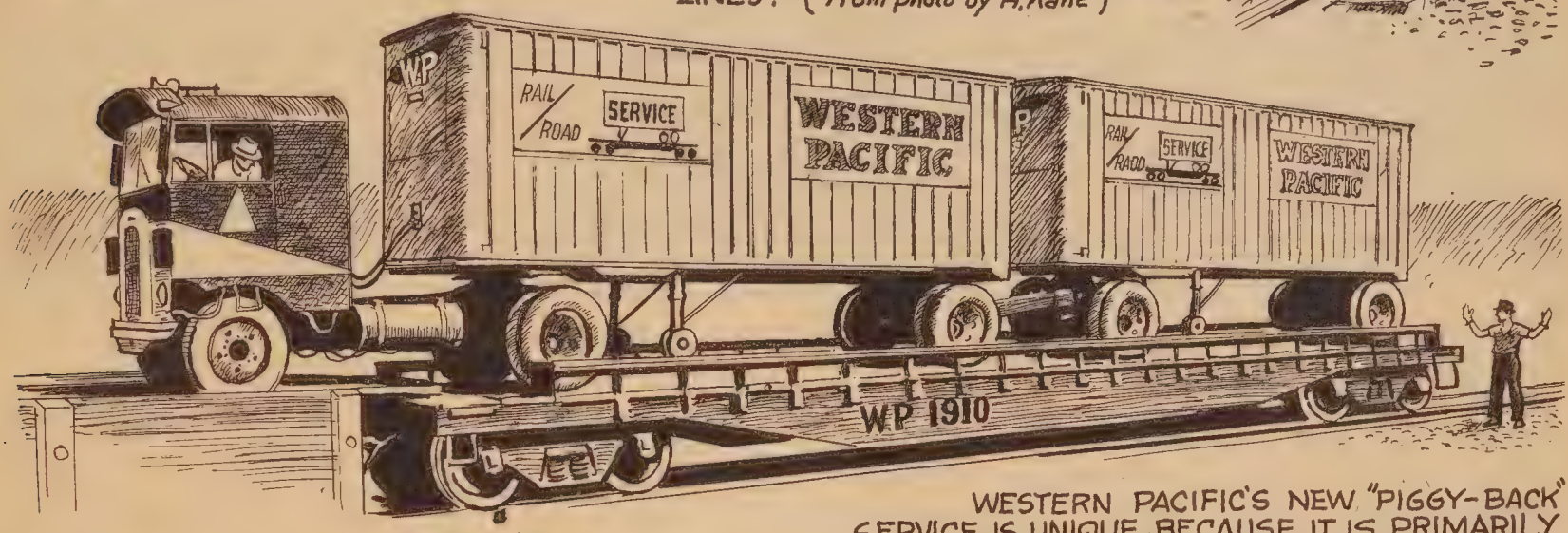
Along the Iron Pike

by Joe Easley



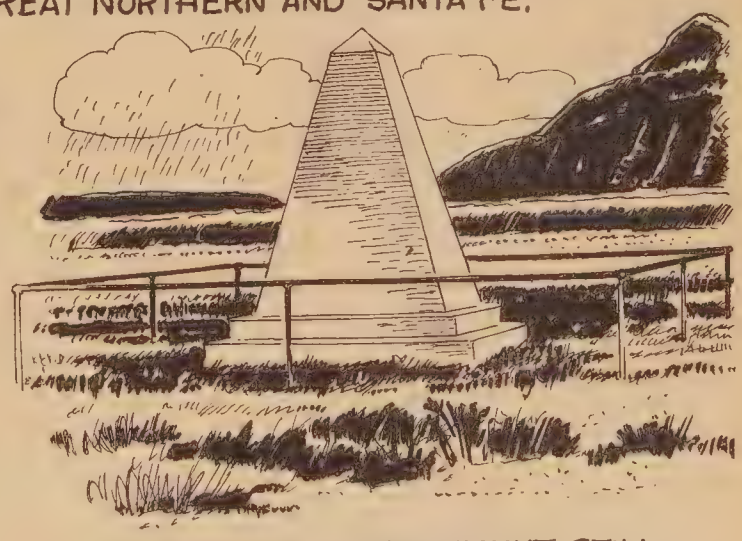
WORLD'S MOST POWERFUL SINGLE-UNIT DIESEL-ELECTRIC LOCOMOTIVE, WEIGHING 106 TONS, THE *DELTIC*, WAS BUILT AT ENGLISH ELECTRIC'S PRESTON WORKS FOR FREIGHT AND PASSENGER SPEEDS UP TO 90 MPH. (*from Isaac Kirkham*)

EVEN TODAY, HORSE-CAR SERVES VILLAGE OF FINTONA, WEST TYRONE, IRELAND. WHO KNOWS OF OTHER EXISTING HORSE-CAR RAIL LINES? (*From photo by A. Kane*)



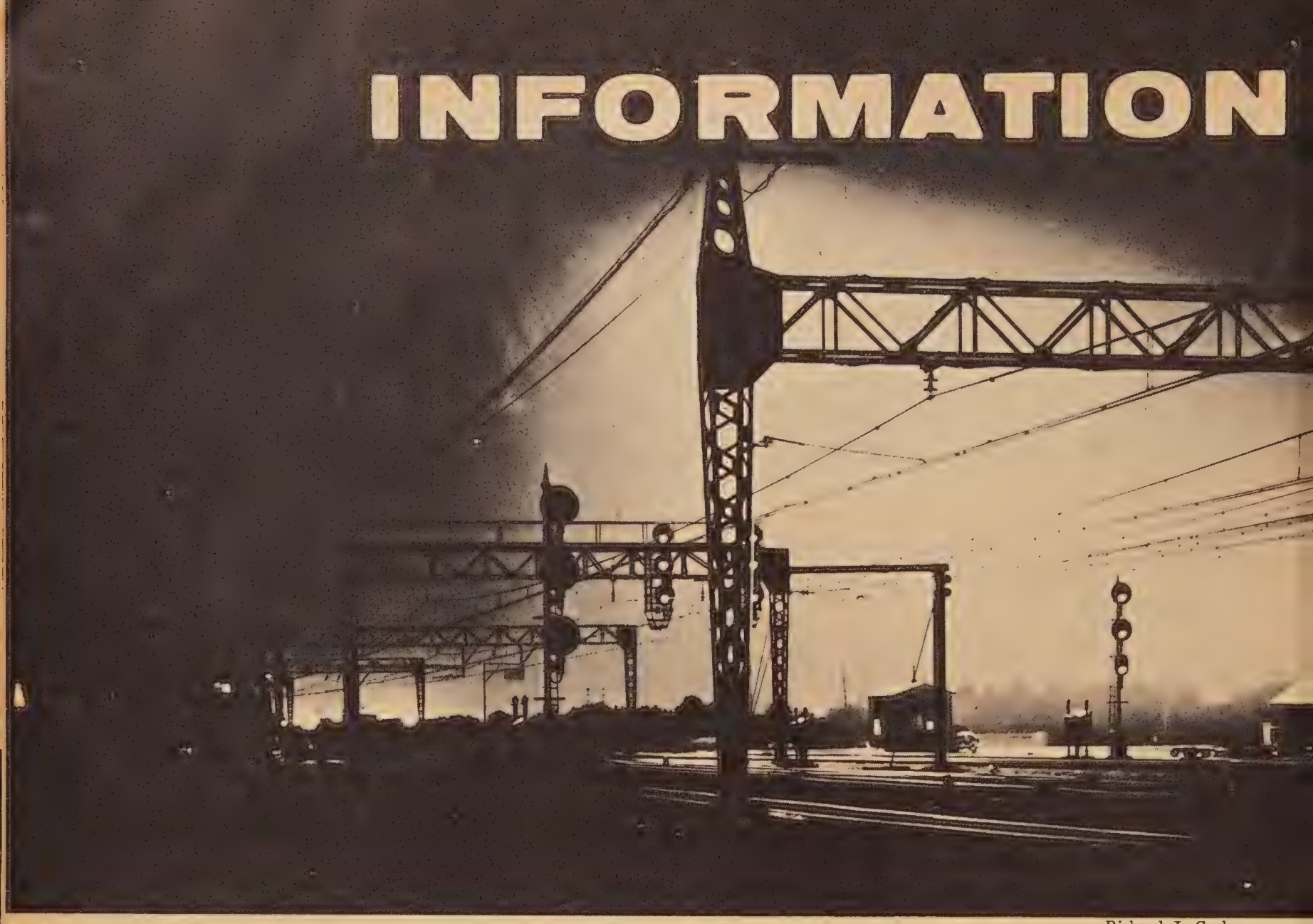
WESTERN PACIFIC'S NEW "PIGGY-BACK" SERVICE IS UNIQUE BECAUSE IT IS PRIMARILY A CONNECTING LINK BETWEEN TWO RAIL LINES, GREAT NORTHERN AND SANTA FE.

PRESBYTERIAN SUNDAY SCHOOL CLASS MEETS ONCE A WEEK IN B&O FREIGHT STATION AT MADEIRA, OHIO. (*from B&O Magazine*)



LONE MONUMENT STILL MARKS SITE WHERE GOLDEN SPIKE WAS DRIVEN MAY 10, 1869, AT PROMONTORY, UTAH, COMPLETING CONTINENTAL LINE. RAILS WERE TORN UP HERE YEARS AGO. (*from C.T. Steeb*)

INFORMATION



Richard J. Cook

East end of New York Central yards at Linndale, Ohio. Terminal tower, 5½ miles away, can be seen at the extreme left.

1

Question: *What are super-railroads?*

Answer: When two or more rail systems are merged to form a giant corporation to meet competition more effectively, the giant is known as a super-railroad. At present, seven such mergers are contemplated to include the following: (1) L&N and NC&StL, (2) B&M and New Haven, (3) ACL and FEC, (4) Lackawanna and NKP, and (5) M&SL and TP&W, (6) C&NW and Milwaukee Road, and (7) NP, GN, SP&S, Burlington, C&S, and FtW&D.

2 *Is steam power still used on the Elgin, Joliet & Eastern?*

No. Not since 1948.

3 *(a) A history of the Midland Valley Railroad, please. (b) Did Hetty Green ever own the line?*

(a) The MV was incorporated June 4, 1903, to build a line from Silverdale, Kan., to Hoye and Fidelity, Ark., 292.7 miles. The road was completed May 1, 1906. In 1910 it leased the Wichita & Midland Valley for fifty years, and extended its line for 50 miles from Arkansas City, Kan., to Wichita. By 1923 the total mileage was about 356. (b) We don't know. She did own a large block of MV bonds.

4 *Canadian boxcars have a step at the end of each ladder. Is this because of a Canadian law?*

Yes. The Board of Transport Commissioners requires it.

5 (a) *When was the Nashville, Chattanooga & St. Louis dieselized? (b) When was the track from Union City, Tenn. to Hickman City, Ky., abandoned?*

(a) Dieselization was completed Jan. 5, 1953. (b) Oct. 15, 1951.

6 *Abraham Lincoln once wrote to a railroad company: "Here's your old chalked hat . . . Send me a new one." What did he mean?*

He wanted a new annual pass. Conductors would place a white ticket in the hatband of each deadhead (anybody traveling on a pass); hence the term "chalked hat."

7 *Does the Northern Pacific still operate a helper service at Fargo, N.D.?*

No, and we're not quite sure that it ever did.

8 *Was there ever a narrow-gage road known as the Mt. Blanca & Western?*

No. Bob Richardson and Carl Helfin use that name for their exhibit of old engines, cars, etc., at the Narrow Gage Motel, Alamosa, Colo.

9 *A few months ago I saw a diesel engine on the Erie marked "USA." How come?*

BOOTH

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

Several roads, including the Erie, leased U.S. Government diesels for short periods to relieve motive-power shortages created by hurricanes.

10 *Did the Denver & Rio Grande Western ever operate a narrow-gage line through the Black Canyon of the Gunnison?*

Yes, that was part of their original main stem between Denver and Grand Junction, Colo. Built in 1881-'82, it was abandoned in May, 1949.

11 (a) *Does the Milwaukee Road still run their No. 5900 self-powered combination passenger-baggage car between Berlin and Milwaukee?* (b) *Where is the one they used on the now-discontinued Great Falls line?*

(a) Yes. (b) No. 5901 is now operating between La Crosse, Wis., and Austin, Minn.

12 *I want a list of all railroads that enter Chicago and St. Louis.*

At least 28 roads enter Chicago, while 19 enter St. Louis. They are listed in the *Oficial Guide* (1500 pages; National Ry. Publication Co., 424 W. 33rd St., New York City, $4).

13 *What happened to the Pennsy K5-type steam engines?*

The Pennsy never had more than two of them. Both were scrapped—No. 5698 in Oct. 1952, and 5699 in Sept. '53.

14 *Tell me the history of the Florence & Cripple Creek and the Denver & Rio Grande Western?*

You're asking too much, my friend. Histories of both roads are recorded in detail in Morris Cafky's new book, *Rails Around Gold Hill,* reviewed in our June issue.

15 *Does any railroad operate a highway post office?*

Yes. The Gulf, Mobile & Ohio instituted such a run with a motor vehicle Sept. 9, 1946, over the 183-mile route between Union, Miss., and Mobile, Ala.

16 *I read about a 15-minute fusee that burned red, green, and white at five-minute intervals. Is this correct?*

Yes, indeed. Years ago, when green indicated caution and white safety, at least two roads, the Santa Fe and the Chicago & Alton, had such torpedoes.

17 *What are the comparative weights and tractive force of Norfolk & Western's Y6b* (2-8-8-2) *and Union Pacific's "Big Boy"* (4-8-8-4)?

The Y6b weighs 291 tons and exerts a tractive force of 152,206 pounds simple and 126,838 compound. Big Boy weighs 386 tons, with a tractive force of 135,375 pounds.

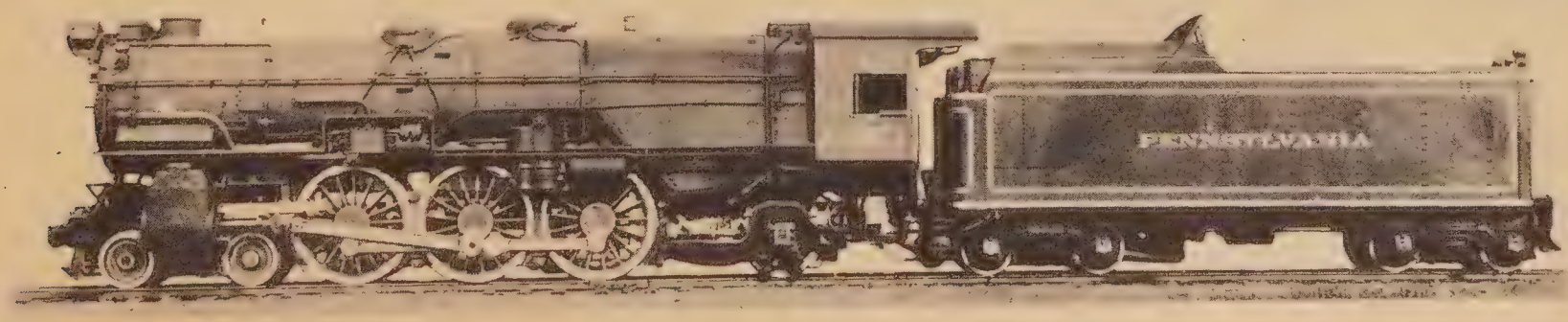
18 *Tell me the history of the Baltimore & Ohio* 4-4-4 *locomotive,* Lady Baltimore?

Out-shopped at Mt. Clare in Sept. 1934, the *Lady Baltimore* was given test runs on the B&O and then sent to the Alton, which was then part of the B&O system. There she handled the lightweight passenger train *Abraham Lincoln.*

This locomotive had 84-inch drivers, 17½x28-inch cylinders, a 350-pound boiler pressure, and a tractive power of 35,000 pounds with booster. She had an Emerson water-tube firebox, and a long, pointed pilot with retractable coupler, an English-type smokebox in front, and a fully enclosed cab, and was somewhat streamlined.

She was brought back to the B&O in about 1940 and assigned to the Wheel-

Number 5699, last of the experimental K5-type steam locomotives developed by the Pennsy, was scrapped in September '53.
Pennsylvania Railroad



Bangor & Aroostook Railroad

"Little red school car" on the Bangor & Aroostook in Maine. A crew is going aboard for a meeting to discuss safety and see a movie on good and bad practices.

ing Division. In 1942 her front end was changed to a B&O standard type, her enclosed cab was replaced with a standard cab, and she was renumbered 5330. She was scrapped in 1946.

19 *What's this I hear about a new type of flour-carrying freight car?*

It's a flatcar with a steel framework built by ACF to hold 28 large aluminum containers, each one of which can be removed with a one-man jacklift. Tests have shown that one person can unload the entire carload (42 tons) in 33 minutes.

20 *I recently saw a zebra-striped streamlined car on the Great Northern, painted orange and green. What is it?*

This 82-foot air-conditioned car is the company's "schoolhouse on wheels." It is now touring the system. Some 9,000 employes are required to go aboard for their biennial examination on operating rules.

The car has a 49-foot theater-type auditorium with a push-button signal panel board on which the examiner displays signal indications. There are also an opaque projector and screen for shooting train orders, a public-address system, a two-way train radio, and an entertainment radio.

A retired Pullman, it also has sleeping, cooking, bath, and office facilities.

21 *What has become of the Pennsylvania's class N-1 of* 2-10-2's?

All have been scrapped.

22 *What does the Union Pacific's emblem signify?*

It has a patriotic motif, because the line was planned by Abraham Lincoln to unify the nation. The shield was chosen in 1886, and has since carried various slogans. The present simplified design was adopted in World War II.

23 *What were the largest steam locomotives used on the Long Island?*

The passenger-hauling K4 (4-6-2), weighing 320,000 pounds and exerting 44,460 pounds of tractive effort. The largest steamers in freight service were the LIRR's 2-8-2 type, weighing 324,700 pounds and exerting 61,485 pounds of tractive effort.

24 *Is there such a road as the Yakutat & Southern?*

Yes. It's a 15-mile switching line for freight service between Situk and Lost River, Alaska.

25 *Are there any Hudson-type steamers left in service?*

Yes. You will find a few operating on the New York Central west of Cleveland, mostly on the Big 4. But their replacement by diesels is so rapid that by the time we go to press even these few may be on the scrap pile.

26 *What was the first Class I railroadroad to be completely dieselized?*

The Gulf, Mobile & Ohio.

27 *What is a Johnson bar?*

A locomotive reverse lever. When someone says, "Drop 'er down," he wants you to pull the lever forward. "Drop 'er in the corner" means to make fast time—figuratively, to toss the Johnson bar in one corner of the cab. We've been trying for years to find out for whom the Johnson bar was named. One version traces the name to a long-ago official of the Baldwin Locomotive Works.

28 *When my husband died he was a Monon employe, retired for disability. Since then I have drawn a pension of* $43.44 *a month. Om I eligible for an increase under the Railroad Retirement Act signed Aug.* 13, 1955?

No, we regret to say. The Act gave no general increase. Prior to Sept. 1, 1955, a widow entitled to annuity under

Great Northern's new orange-and-green, streamlined, rules-instruction car is touring the system. In it some 9,000 employes are taking exams on operating rules.

Great Northern Railway

the Social Security Act, based on her own employment, could not receive both annuities in full. Her annuity was reduced by the amount of her own Social Security income. The bill removed that reduction.

29 *What is the power of the average diesel-electric locomotive unit?*

From 300 to 3,000 hp. Most of the diesels in freight and passenger service range from 1,500 to 2,000 hp. Two or three such units can be coupled together for increased power, and often are.

30 *When did the Louisville & Nashville operate its first passenger trains?*

In August, 1855. It ran out of Louisville, Ky., to a point eight miles south.

31 *Tell me what the various positions of a trainman's hand lantern mean?*

A lantern, or flashlight, moved up and down means "go ahead"; swung in pendulum fashion means "stop"; in a medium-size circle, "back up."

32 *How many international railway tunnels are there in the world?*

We know of six: Simplon tunnels Nos. 1 and 2, connecting Switzerland and Italy; Mt. Cenis tunnel, linking France with Italy; Mt. D'Or tunnel, connecting France and Switzerland; South Asomport tunnel, linking France with Spain; and the Detroit-Windsor tunnel, connecting Detroit, Mich., and Windsor, Ont., Canada. All of them cross international boundaries underground.

Years ago, there was a project under serious discussion for a railway tunnel to be dug under the English Channel between England and France, but the plan was vetoed, mainly for military reasons.

33 *Which was the first railroad built in equatorial Africa?*

The Congo narrow-gage, completed from Matadi to Stanley Pool, about 250 miles, May 1, 1898.

34 *Is rubber used on any railroad grade crossing?*

Yes, the Erie tried it as an experiment at Akron, O., in 1954. The first commercial installations of the kind was made last year at West Salem, O.

Elwell Parker Electric Company

Remember this type of equipment? The first powered industrial truck, it was built in 1906 for the Pennsylvania Railroad to use in loading baggage and express cars at stations. Prior to that time, most of the luggage vehicles were pulled by hand.

35 (a) *What towns did the Cimmaron & Northwestern connect, and what kind of rolling stock was used?* (b) *Was there a Santa Fe branch from Cimarron to Ute Park?*

(a) Cimarron, N. M., and Trinidad, Colo., about 25 miles. The only C&N engine about which we have any information was No. 1, a 2-8-0. Built by Baldwin in 1890 as Western New York & Pennsylvania No. 165, she later became PRR 6291. She was then sold to the Southern Iron & Equipment Co. (No. 584), and resold in 1907 to the C&N. (b) Yes, a 12.7-mile segment of the so-called Raton & Ute Park branch, 62.6 miles long.

36 *When did the first locomotive run in Alabama?*

June 1, 1834, on the tracks of the Tuscumbia, Courtland & Decatur (now part of the Southern). The engine, which weighed 4½ tons, was built in England.

37 *What was the heaviest railroad freight shipment?*

The heaviest single-unit railroad shipment we know of was a ½-mile high-voltage submarine power cable, weighing about 745,000 pounds (803,000 pounds, including blocking, bracing, etc.). It was shipped in 1951 from Paterson, N. J., to Renton, Wash., for use in Puget Sound. Nine specially-prepared gondola cars carried it.

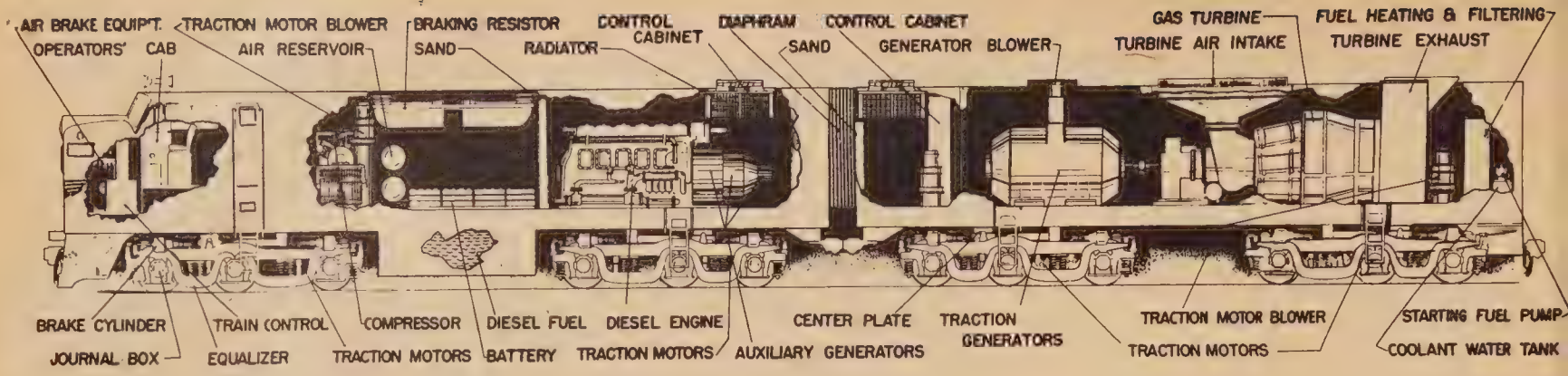
The heaviest single-unit railroad shipment resting on two cars was a refinery cylinder weighing 611,780 pounds, shipped last year from Houston to Baytown, Texas. The burden cars were spaced by two idler cars.

The heaviest known railroad shipment resting on a single freight car was a steel casting weighing 487,000 pounds, in 1946 from New Castle, Pa., to Cleveland.

38 *What is a bruck?*

A combination bus-truck that hauls passengers and mail. Such a vehicle is operated by the Great Northern between Whitefish and Kalispell, Mont., 15 miles, connecting with the *Empire Builder* and *Western Star*. Presumably the word *bruck* was suggested by *brunch*, which means a combination of breakfast and lunch.

39 *As a former B&O employe I'd like to know if their Toledo yard is using diesels.*



Cutaway of 8,500 hp. gas turbine-electric locomotive built for the Union Pacific by General Electric. It will not be in service until next year. The two units are coupled permanently. The front one houses accessory equipment; the back unit houses the main turbine power-plant and generators. During operation, an insulated 24,000-gallon fuel tender will be coupled to the locomotive. Motive power men are much interested in this design. We'll publish a photo as soon as it is available.

Freight conductor waves at new ALCO DL-701 switcher locomotive as 1,800 hp. unit overtakes his caboose on New York Central main line near Schenectady.

No, only hand-fired steam engines.

40 *A history of the Apalachicola Northern, please.*

This short line was built in 1907 in northwestern Florida to haul wood and sea food. But in the 1920's, when Florida's large timber stands were depleted, it went into receivership. In 1936 it was returned to corporate control and was acquired and rehabilitated by the St. Joe Paper Co. In 1947 the AN bought its first diesel locomotives, and by 1953 it was completeily dieselized. Passenger service ended in 1951.

41 *Was the Frisco ever part of the Gould System?*

No. Neither Jay Gould nor his son George had a financial interest in the Frisco or any of its predecessors.

42 *Are there any railroad tunnels in Texas?*

Yes. There are, or were, six: Two on the Galveston, Harrisburg & San Antonio, across the Pecos River. The Fredericksburg Northern had one. The Rio Grande Northern had one that ran through the Van Horn Gap (now used as an auto entrance to a ranch). The Ft. Worth & Denver City had two between Esteline and Dimmit.

43 *Tell me about Alco's newest diesels.*

The 251 is a 12-cylinder, 1800-hp. Vee-type, road-switcher, turbo-charged for increased power. Its air-intake aftercooler lowers temperatures in all combustion-affected parts. The cylinder block is stronger than that of previous Alco engines. It has a wider and stronger center main bearing, with serrated fit between all main bearings and saddles.

Another new Alco locomotive, the DL-701, improved upon previous designs. Number boxes are angle-mounted, while classification lights are of variable-color and flush-mounted. The cab is longer, is weather-tight, and has two heaters with fresh-air intakes.

44 *What are America's five largest freight lines?*

Based on revenue ton-miles, they are, in the order named: Pennsylvania, New York Central, Union Pacific, Southern Pacific, and Santa Fe.

45 *What locomotive pulled the* Broadway Limited *on its record-making run of* 127.1 *mph?*

An Atlantic (4-4-2) type E-2, No. 7002, made the run June 12, 1905, between "AY" tower and Elida, O.

46 *Where was the first dome-type passenger car used?*

On the Canadian Pacific. The CPR

put three "mountain observation" cars, as they were called, in service in 1890. Each was 57 feet long and seated 70 passengers. The cars were entirely open, for scenic purposes, except for roof supports, and proved to be impractical.

Shortly after the turn of the century a car was designed with a revolutionary glass roof, adapted from the cupola-type cabooses. The first glass-topped car was No. 517, probably the world's first practical dome car.

47 *Everyone knows that heat expands steel, but how is this overcome when rails are welded together?*

When long stretches of continuously welded rail are laid, expansion and contraction can be constricted and reduced to a point where they are of no consequence if additional rail anchors are used.

48 *What kind of road was the Caspar, South Fork & Eastern?*

A standard-gage logging road, owned by the Caspar Lumber Co., it ran from Caspar, Calif., on the Pacific Coast, 15 miles inland. It did not connect with any other railroad. Rails were laid in the mid-1880's. The line was abandoned in 1946. All but three of its engines have been scrapped. The 2-spot was given to the State of California; 5 and 7 are up for sale.

Here is the roster: 1, *Jumbo,* 0-4-OT; Vulcan, 1869; 2, *Daisy,* 0-4-2T, Baldwin, 1885; 3, *Smilax,* 2-6-2T, Baldwin, 1894, *Hercules,* Climax, 1904; 5, *Trojan,* 2-6-6-2, Baldwin, 1911; 6, *Shay,* Lima; 7, *Samson,* 2-6-6-2, Baldwin, 1924.

49 (a) *At what period in World War I did the U.S. Government take over the railroads?* (b) *Were railroad men exempt from military service?*

(a) The U. S. Railroad Administration operated the railroads from Jan. 1, 1918, until March 1, 1920. (b) Railroad men were not covered by a blanket exemption from military service. Exemption was based on the military importance of a man's work.

50 *Are any passenger cars equipped with TV sets?*

Not yet. However, the business car of the Chicago, Indianapolis & Louisville has a TV set for the benefit of brass collars and their guests.

51 (a) *Did the old Federal Valley, which ran between Palos and Marietta, O., carry troops during World War I?* (b) *Did it ever use a Shay locomotive?*

(a) No. It served a mining region. (b) Yes, No. 10, which was dismantled in 1934. Incidentally, the last section of FV track was torn up in 1955.

52 *A railfanette asks: How can I become a train hostess or stewardess? Which roads employ girls in such jobs?*

Each railroad has its own qualifications, but all applicants must have charm, good looks, poise, sound judgment, and a real interest in people. Some roads insist that the girls be registered nurses. Some accept only

The panorama of the Canadian Rockies has made the tourist trade a great commodity. The Canadian Pacific uses modern "scenic domes," built by Budd, across the Dominion from the fiord-like Western coastline to the fishing towns of the East.

The first practical dome car (pictured below) was adapted by the Canadian Pacific from the old cupola-type caboose.
Canadian Pacific Railway

New boxcars on the Chicago & North Western are equipped with 4-foot-high "Scotch-light" letters that leap out in the dark and help prevent crossing accidents.

college graduates. The following employ girls on a few *de luxe* passenger trains:

Santa Fe (courier-nurses and registered nurses).

B&O (stewardess-nurses and registered nurses).

Bangor & Aroostook (hostesses and travel assistants, two years of college).

Burlington (college graduates or registered nurses).

GM&O (hostesses, college grads.)

Illinois Central (stewardess-nurses and registered nurses).

New Haven (hostesses on grill cars; high school graduates or better, previous experience in food service preferred).

Northern Pacific (stewardess-nurses and registered nurses).

Seaboard Air Line (registered nurses).

Southern (train passenger representatives and hostesses; two years of college).

53 *Where was the world's first iron railway bridge?*

In England. It was built by George Stephenson in 1823 to carry the Stockton & Darlington over the River Gaunless. The S&D was completed and opened for service Sept. 27, 1825.

54 *What happened to the Delaware & Hudson 2-8-0 No. 1219,, which was rebuilt with an all-welded boiler?*

She was sold to Lucia Bros. & Co., Philadelphia. This engine, we believe, had the first all-welded boiler ever used in an American locomotive.

55 *Is there a railway on the Fiji Islands?*

Yes. It's a 2-foot-gage line, 380 miles long, owned by the Colonial Sugar Refining Co., operating between 40 and 50 locomotives.

56 *What became of the Zanesville & Western?*

The Z&W came under the control of the Toledo & Ohio Central in 1903, and was absorbed in 1922 by the New York Central. One branch runs from Thurston to Cannelvale, O., and another from Fultonham to Drakes, O. Both diesels and steam engines serve this area.

57 *How many torpedoes are used to signal an approaching train to reduce speed?*

Two. They are attached to the rails in the manner illustrated on the next page.

58 *Recommend a few books on Canadian railways, please.*

The following are divided according to lines: Canadian Pacific—*A History of the Canadian Pacific Ry.*, by H. A. Innis (1923); *Canada's Great Highway*, J. Secretan (1924) *Steel of Empire*, J. Murray Gibbon (1935).

Canadian Northern—*Trains of Recollections*, D. B. Hanna (1924).

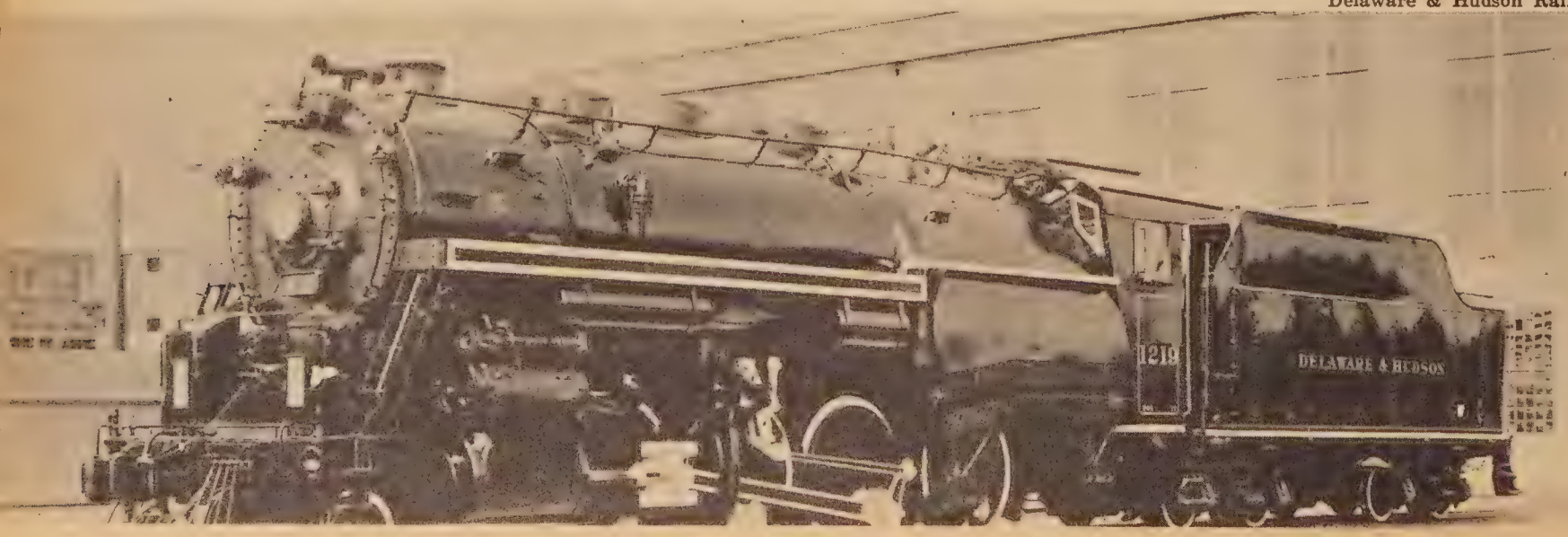
Grand Trunk—*Railways and Other Ways*, Myles Pennington (1896); *Life and Labours of Mr. Brassey*, Arthur Helps (1872); *Life of Robert Stephenson*, J. C. Jeaffreson (1866).

Intercolonial—*The Intercolonial — A History*, Sanford Fleming (1876).

Miscellaneous — *Canadian Railway Development*, Thompson & Edgar (1933); *The Railway Builders*, Oscar D. Skelton (1916); *A History of Transportation in Canada*, G. P. de T. Glazebrook (1938); *The Railway of Interrelations of the U. S. and Canada*, Wm. J. Wilgus (1937); *Statutory History of the Steam and Electric Railways in Canada*, Robert Dorman (1938); *Travel and Transportation*, Thomas C. Keefer (1863). Our thanks to Robert R. Brown for compiling this list.

59 *What became of the Delaware &*

Former Delaware & Hudson No. 1219, later renumbered 43, had the first all-welded boiler used in any U. S. locomotive.
Delaware & Hudson Railroad



Hudson's 4-8-4 type steamers and the 1500 series, 4-6-6-4?

All were sold for scrap.

60 *Why won't the Long Island invest in freight cars to regain some of the revenue it is losing via passenger service?*

There are relatively few industries on the island. Consequently, there is not much freight to ship.

RUNNING EXTRA

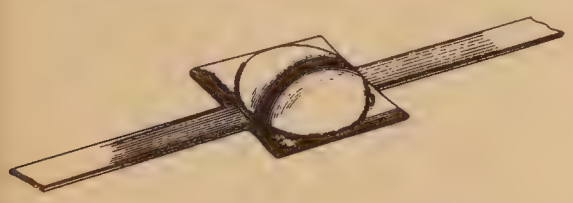
WE LIKE to answer questions. For us it is not merely a job, it is fun. We get quite a kick out of digging into rail lore, checking up on facts, and telling you people a few of the things you want to know.

But don't get us wrong. Research is also exacting work. Our time is limited, our space is limited, and so is our staff. Besides, we get three or four times as many queries as we can handle, and the best we can do is sift 'em out. So please note:

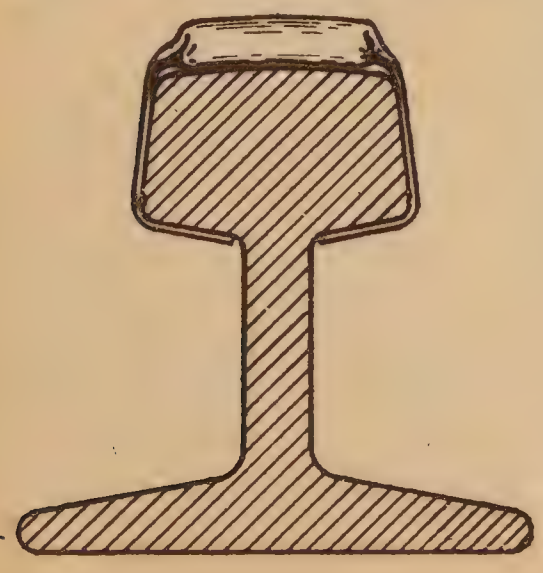
(1) When asking a question, pick a subject that you feel pretty sure has wide general interest. We'd rather concentrate on the kind of information that appeals to many cash customers.

(2) Skip the stamped self-addressed envelope. *We do not reply by mail.*

John Horton of Cincinnati is making a small scrapbook cyclopedia from the material he finds in this department, indexed for quick reference. "This," says John (4115 Francis Ave.), "helps me to put the damper on a few know-it-alls around the shop where I work."



The torpedo, known as a "gun" or "cap," laid on rails, is an effective way to signal trains. These types are Bemisderfer's Bull's Eye and Jaxon Foil.



As time goes on, we get fewer and fewer letters from indignant males objecting to the sex of your *Information Booth* editor. When we first took over, there was a mild chorus of protests. Incidentally, we have just learned that four examiners on the Interstate Commerce Commission staff are women. Railroading, it seems, is not wholly masculine.

Running Extra includes comments on past items plus some questions we cannot answer. In many cases well-informed readers come up with the missing facts.

ARE ANY stub switches in use today? Wm. Smith, 25 Cromwell Ave., Warwick, N. Y. wants to know.

S. A. SHULER, 25 Romeyn Ave., Amsterdam, N. Y., seeks data on two railroads in Rensselaer County, N. Y.—the Albany & Northern and the Troy & Boston—which he saw on a map dated 1854.

"WHO KNOWS about a railroad in Pennsylvania that ran south from Sinnamahong, following the Wyckoff Run Creek, presumably a logging road?" asks S. B. Kurzina, Jr., 759 Morningside Rd., Ridgewood, N. J.

BERT MARSH, Rte. 1, Box 43B, Mojave, Calif., saw an old boxcar with CA&S on the side, going through Mojave. Who can identify it?

"WHAT was the longest freight ever pulled, and what motive power was used?" asked Charles Schmidt, 132-11 81 St., Ozone Park, N. Y.

BURDELL BULGRIN, Box 206, Owen, Wis., seeks histories of two Wisconsin roads, the Fairchild & Northeastern and the Stanley, Merril & Phillips.

INFORMATION about the Deadwood Central & Black Hills and Ft. Pierre railroads is wanted by Jim Bullard, a retired Rock Island conductor, 201 S. Locust, Eldon, Mo., who says these two narrow-gages went "over the hill" about 1916.

W. H. WATTS, 527 E. Mermaid Lane, Philadelphia, Pa., asks: "Is it

Mrs. Marie Griffith, manager of Information Service at Chicago Union Station, stands in front of train-arrival board. Signs are reminders to clerks.
Burlington Route

Gordon S. Crowell, 24 Morris Crescent, Yonkers, N.

Number 250 of the Bonhomie & Hattiesburg Southern trails a black smoke plume as she wheels freight over a woode trestle east of Hattiesburg, Miss. This 27-mile line is a vital link between Mobile and the Southwest via the Natchez gatewa

possible to see and photograph geared steam engines (Shay, Heisler, or Climax) anywhere in the East?"

Who can tell him?

The only one we know of is the Shay pictured in our Feb. '56 issue, page 4, on the Pine Creek Railroad, Rte 9, four miles north of Freehold, N. J.

DOES anyone know if there are any Forney-type engines left, and if so, where? This question comes from A. F. von Blon, Jr., 3621 Windsor Ave., Waco, Texas, as a follow-up on our "Third Avenue El" feature (June issue).

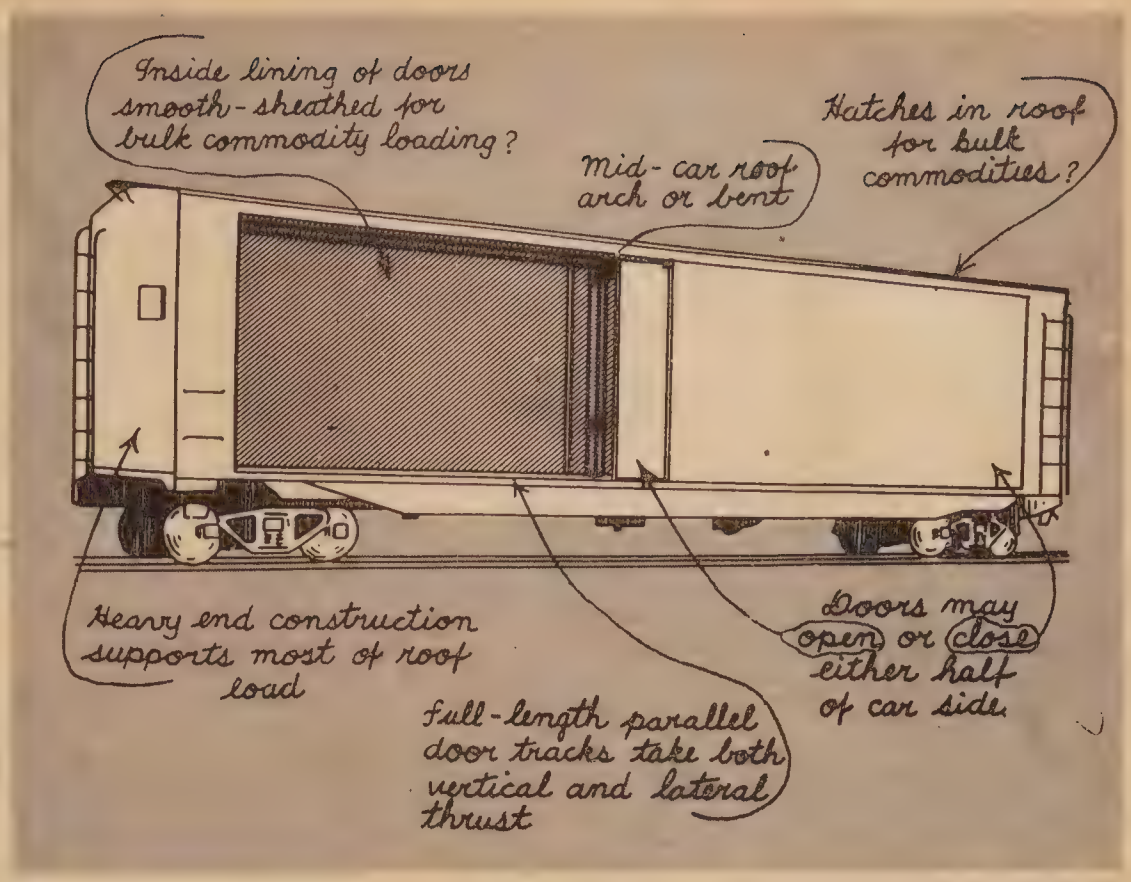
THE old St. Joe & Southern, that ran out of South Bend early in the century, intrigues Ralph H. Calvert, 1132 Wabash Ave., Ft. Wayne, Ind., who remembers it had 4-4-0 locomotives. He wants to know more about the road itself.

THE SPORTS STORE, 1112 N. Chadbourne, San Angelo, Texas, is preparing a railroad exhibit for their local museum. These obsolete items are wanted: a gas-burning ceiling coach light, Wells Fargo equipment, signs, engine marker lights, bells, whistles, etc. Does anyone know where they can be located?

H. L. HAMPTON (PRR passenger conductor) 69 W. Hazelwood Ave., Rahway, N. J., writes, "Some people around Lancaster, Pa., have never heard of the Lancaster, Quarryville & Southern. Who can furnish a history of it?"

WHO collects old train orders? J. L. Watson, 1416 W. 52nd St., Los Angeles, Calif., has about 250 different items and wants to compare notes with fellow hobbyists. Among his souvenirs is a freight bill of the Patomac & Westchester, dated 1842, a Virginia & Truckee dispatcher's train sheet dated Feb. 1877, and a first-class rail ticket off the old Czar of Russian Government Railways, dated Jan. 5, 1915.

WE'VE just previewed the new Disney film, *The Great Locomotive Chase*—90 minutes of eye-filling technicolor. Plenty of good railroad operation, link-and-pin days. No love interest; no cheap melodrama. We think it's the best feature-length railroad movie ever made.


Inside lining of doors smooth-sheathed for bulk commodity loading?
Mid-car roof arch or bent
Hatches in roof for bulk commodities?
Heavy end construction supports most of roof load
Doors may open or close either half of car side
Full-length parallel door tracks take both vertical and lateral thrust

Boxcar with extra-wide doors designed by two engineers of the Ft. Dodge line.

***The Great Locomotive Chase*, a Civil War spy story filmed by railfan Walt Disney, stars Fess Parker, who shouts, "Let her roll!" as he and his fellow raiders start their track-wrecking rush through Georgia. Parker portrays James J. Andrews, the bold Union leader who tried to cut the Confederacy's rail system.**

Borden said harshly, "No pinhead dispatcher is going to tell me how many tons my engine can pull up Westwater grade."

A RAILROAD CLASSIC

A Man Who Could Handle Trains

Copyright 1936 by Popular Publications, Inc.

Something Was Wrong With Walter Marsh, the Chief Decided, but He Needed Men and Sent Him Up to a Little Town in the Pass

by HARRY BEDWELL

THE WIND that swept down through the pass had a spiteful hiss and sting. It snapped the loose clothing about the gaunt frame of Walter Marsh as he came down the coach steps when train No. 16 of the Anaconda Short Line squalled to a stop by the station.

There was a blinding flare of sun on snow. It ran in an unbroken sheet to the cold pink of the high peaks that rimmed Little Grande and its railroad yards and shops. When Marsh kept his chin down, the fresh blue scar along the edge of his right jaw didn't show. And this mountain air, this unaccustomed thin sharp atmosphere, seemed to interrupt the deadly feeling inside of him.

The conductor, by the steps, pointed to a blank door in the side of the station and said, "Up the stairs."

March replied, "Thanks."

He entered the depot and climbed the stairs. The muffled chatter and beat of telegraph sounders grew to a

welcoming chorus and he followed their insistent voices down the hall. As he opened the door at the end marked "Dispatchers," the wave of metallic sound covered him like a cozy blanket.

Chief Dispatcher Updike was bushy and gray and blunt—and wise in his craft. His desk sat at the head of a row of glass-partitioned tables where the sounders chattered as dispatchers and operators worked.

Marsh had the uneasy feeling that his clothes were about twice as large as his spare frame could fill and that he looked scarecrowish, except that the clothes themselves were good enough. But he asked cheerfully:

"Need any operators?"

If he kept his chin down they wouldn't notice—and he fought down that dull reflection. The racing sounders warmed the crawling chill inside of him.

Updike nodded. "Maybe I do. What have you got?"

Marsh handed him a service letter. Just one. The chief glanced at it, looked at it, studied it. He had seen too many service letters for them to interest him much. But this one was different. It recorded that for the past seven years the tall, thin man had been a train dispatcher for the Pennsylvania Railroad, on a division hot with traffic.

Such men had never before strayed into Updike's office. Boomers stopped with him for a while on their swing east and west, but men with records like this didn't hit the mountains; and so he asked bluntly:

"You a lunger?"

"No," said Marsh. "I had an accident."

"Why did you quit back East?"

In those days the Western roads always needed men. Chief dispatchers took them as they came and hoped for the best. But Marsh seemed so like the answer to a prayer that Updike, unused to having his prayers answered at all, was dubious.

"You can see that I resigned," said Marsh. "My record was good."

The chief took the rebuke because he was entitled to it. "All right then," he still probed. "Why did you stop here? Broke?"

Marsh shook his head and gazed through the row of windows. Outside, the wind whipped the snow from the brooding peaks.

"No," he said. "I'm not broke. But as I rode along through the mountains they seemed—I thought I might like them."

Updike flatly didn't believe that. But it occurred to him there might be a woman, which was all right. Men worked better with a broken heart, and it usually ran down their weight a good deal at first.

"Just any little night telegraph job," Marsh went on, looking at the chief out of troubled eyes. "One of those stations hung up on the side of Imperial Pass, or down the grade."

Updike studied him briefly. "This is a harsh country. Rough railroading. Mostly either up or down hill. Tough men. They've got to be to stand it."

Marsh's eyes went to the stark peaks smoking with wind-whipped snow. "I can handle trains," he said.

Updike decided it must be a woman.

"If you and this letter are authentic," he stated, "I'll put you on dispatching trains as soon as you've broken in. That's all I have for you."

Marsh hesitated. He pondered darkly with his chin down. That wave of grim peaks, the air that bit and stung, something—

"Thank you," he said.

Arbitrarily, Updike thrust the new arrival in at second trick, which in those days ran from four to midnight—Little Grande to Imperial Junction—and Marsh would have the branches after eight o'clock. There was no night chief.

THEREAFTER Updike began getting home in time for supper. Almost at once, he felt that confident of Walter Marsh. The trick man knew his traffic and how to handle it.

At his table, with train sheet and order book and chattering sounders, Marsh showed his chin again and the creeping panic subsided. The

Harry Bedwell, one of whose stories is reprinted here, was a boomer operator. We see him hanging up a train order at Santa Susana, Calif., in 1947 for the Southern Pacific's *Daylight Limited*.

cold, absorbing days slipped by, and he began to feel at ease.

Then at 9:30 on a snowy night, while he shrewdly studied the problem of avoiding a jam of trains meeting a signboard siding, which would necessitate a see-saw, the office door opened and closed sharply.

Marsh glanced up in trepidation. He sensed a conflict.

Engineer Borden stood at the counter. He was gray and gaunt, with a long, hard face and drifting eyes, and he spoke harshly.

"I don't need any pinhead dispatcher telling me how many tons my engine can pull up Westwater grade," he said. "From here on out it's up to me how many loads I can drag. If they need your kind on this job, you 'tend to keeping trains out of the way of each other and don't tell me how to run my engine."

Marsh, with all his will, couldn't keep his hands from trembling. He saw Borden through a corroding mist, and then he noticed that a woman was standing beside the engineer. Marsh had a dull feeling that she was much concerned. Her blue eyes found his and widened. She had blond hair like a Viking, with a figure to match.

The dispatcher felt the beginning of a warm glow, and then the girl took Borden by the arm.

"Come on, Dad."

Grumbling darkly, the engineer followed her away. At that moment Ed Carter, the operator, strolled over from the message wires. Ed had become grizzled in the service of the Anaconda Short Line, content to work the wires, go fishing, and raise carrier pigeons.

"Glad you didn't get hostile with the old man," he said to Marsh. "I don't know if you understand him, but most of the boys put up with his beefing because he's had bad luck and is cracked, and because of his daughter."

"Nifty-looking," Marsh ventured.

"Claire is a grand girl," Ed went on. "Borden used to be top hogger on the Little Grand Division, and on his way up. Had the *Imperial Limited* both ways. Then he got word one trip, as he rolled into Imperial Junction, that his wife was dying here. He made them give him the next train back. It was an emigrant train ready for the West—coaches in bad repair and an old engine.

"Borden was wild, as he pounded that kettle for all she would take. Coming down the Westwater Grade, on the Toboggan, he lost control. With luck, they got the line cleared for him, and the train didn't leave the rails. That was two times luck.

"His wife died, though, and Borden was in bad shape. Went off his head. They wouldn't give him a passenger run any more, and that made him worse. He's mighty hard to get along with. Bitter—they call him Bitter Borden. Always grouching and grumbling."

Marsh went on with his work. An hour later Ed called to him: "Come over here, Walter! Somebody wants to talk to you on the wire."

Puzzled, March crossed the room, and the op pointed to an open key.

"It's Claire Borden," he grinned. "They had that line put in from here to Borden's house a long time ago, before telephones got so prevalent, when Borden was top engineman. Claire is quite a brass pounder."

Confused, Marsh spelled, "I, I, MA," and closed the key.

"I'm sorry for what happened tonight," came in a clear and steady send. "I didn't know there was a new man on duty or I wouldn't have let Dad do that. The other men understand and don't mind. Please try to be patient with him."

Marsh held the key open. The distressed eyes and warm mouth, the strong figure, loomed out of the shadows of the half-lit room. There seemed to be a genuine courage that he wistfully admired.

"I will," he said. "I do understand now. I'm sorry I made a bad appearance myself."

"GN (good night)," she said, and the sounder was still again.

MARSH was a good dispatcher or not, depending upon how you like to work. Several of the fellows had formed bad operating habits under the old disorganized rule on the Anaconda Short Line and were stubborn about bending to the new arrangements lately in effect.

Marsh was used to keeping the trains rolling. He knew most of the local alibis and soon learned the others. He could outguess willful trainmen, the elements as they affected traffic, and anticipate the actions of faulty equipment.

In a short time he caught onto the strength and weakness of the motive power, the capacity and idiosyncrasies of each locomotive. He seemed to know accurately if it were sheer fiction when a crew, wanting time out, reported an engine failure and asked for a boilermaker to be sent. Or when a crew, in a hurry, reported hot ones set out that weren't hot. This knowledge baffled and enraged some of the men. They eyed him sharply, looking for a chance at vengeance.

They noticed that he kept to himself. He dealt with his associates only when on duty; after that, he retired from sight. They said something was wrong. What was he doing out here anyhow, with such a fine record?

A train crew, just off their run, met Marsh on the station platform as he was going to work.

"Look here, Marsh," growled the conductor. "The next time you call me for flagging empties at a blind siding I forgot, I'm gonna work on you."

He said it in a gruffly genial way that was mere sour humor. But the dispatcher's face turned white. With no word at all, he climbed the stairs. The astonished conductor decided that Marsh was afraid of his own shadow.

And word went through the yard and out on the iron highway that the second-trick dispatcher couldn't stand up to any man. At the key he could tell them all where to head in, but he wasn't there in a personal encounter. These men who daily took the hazards of rolling trains over the mountains couldn't spell it out.

Updike, the chief, half disbelieved

and half understood. He watched Marsh at work but could find no weakness or indecision in him. With clear, quick judgment and impartial decisions, the tall thin man kept the traffic moving.

The mountains did give Walter Marsh something he needed. They inspired him to break the sedentary habits of years, to contact the hard elements. The cold air treated him with rough austerity, but his daily tramps about in the snow grew longer as his lungs developed a capacity to absorb the sharp oxygen. Dormant muscles grew and toughened. The heights challenged, and each day he climbed to a greater perspective.

Snow came again and laid a deeper cover over the ranges, molding the harsh outlines into swelling curves. Out-of-town people moved about on snowshoes. Marsh bought a pair. His first self-conscious attempt, as far from town as he could flounder, brought many minor disasters. The snowshoes tripped him, wouldn't go in the direction he intended. He fell. He cursed and was nearly split in half when the two shoes moved at oblique angles.

While he was in one of his most awkward positions, with his face in the snow, his back arched and arms buried in an effort to find a purchase that would bring him on top of the snowshoes again, Claire Borden came swinging down the slope, her own snowshoes minding strictly her brisk stride. She saw him and halted, the powdered snow smoking about her feet.

"Are you hurt?" she called.

He turned over on his side and kicked one dangling shoe in the air.

"My pride is busted," he sputtered. He looked up at her and tried to clear his face of snow with a snowy mitten. "Am I so awkward or does it take training to manage these things?"

Her laugh was like a clear bugle call. "You poor man! Didn't anyone ever show you how to make them behave?"

She pulled him to his feet and brushed the snow from his face.

"It looks easy," he explained, "the way other people handle them."

"You might have broken a leg, or your neck," she said with concern. "Let me show you. It's a thrust —like this—and there's a balance you'll soon learn. Now take it slowly."

Claire was strong and competent. No female with a half-starved frame. Her cheeks flamed, her eyes danced and snapped. Her body moved with fine, free ease. She taught him expertly. His muscles were racked and awkward. But he had learned some principles of the thing by the time they came into town.

"Do you do this often?" he asked.

The girl nodded. She would be out nearly every day now.

"Would you," he asked hopefully, "teach me more about this?"

"Certainly," she smiled. "It's fun."

THE crisp, cold days began to stream by rapidly. And, pretty soon Updike learned about Marsh and Claire Borden, their trips and tramps into the heights; and the old chief pondered. If it was a woman that had sent Marsh into the mountains with shot nerves, this might develop either way. Claire would do anybody good. But . . .

Updike broke his habit again and spoke to Marsh. "You know how crabby Borden is. He seems to hate the whole world, except two people: Claire and Johnnie Webb, his fireman for the last four years. Those two have all of his affections, and he wants to see them married. But he doesn't dictate to Claire. He's mighty good to her in his way. Still, he finds ways of violently discouraging any man except Johnnie that gets friendly with Claire. He can get vicious. Maybe I'm talking too much, but I'd like to see you keep well and continue with the Little Grande Division for a long time to come."

Marsh felt a panic of nerves, but he asked steadily, "What kind of man is this Johnnie Webb?"

"Oh, he's a big cub bear. Fair enough, but not too smart. He'd lay down and roll over any time Claire told him. He stands in with Borden

MEN PAST 40

Afflicted With Getting Up Nights, Pains in Back, Hips, Legs, Nervousness, Tiredness.

If you are a victim of the above symptoms, the trouble may be due to Glandular Inflammation. A constitutional Disease for which it is futile for sufferers to try to treat themselves at home. Medicines that give temporary relief will not remove the cause of your trouble.

To men of middle age or past this type of inflammation occurs frequently. It is accompanied by loss of physical vigor. graying of hair, forgetfulness and often increase in weight. Neglect of such inflammation causes men to grow old before their time — premature senility and possibly incurable conditions.

Most men, if treatment is taken before malignancy has developed, can be successfully NON-SURGICALLY treated for Glandular Inflammation. If the condition is aggravated by lack of treatment. surgery may be the only chance.

NON-SURGICAL TREATMENTS

The NON-SURGICAL treatments afforded at the Excelsior Institute are the result of 20 years research by scientific Technologists and Competent Doctors.

The War brought many new techniques and drugs. These added to the research already accomplished has produced a new type of treatment that is proving of great benefit to man as he advances in years.

The Excelsior Institute is devoted exclusively to the treatment of diseases of men of advancing years. Men from all walks of life and from over 1,000 cities and towns have been successfully treated. They found soothing and comforting relief and a new zest in life.

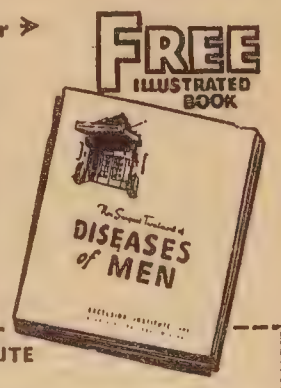
EXAMINATION AT LOW COST

On your arrival here, Our Doctors who are experienced specialists, make a complete examination. Your condition is frankly explained to you with the cost of treatment you need. You then decide if you will take the treatments needed. Treatments are so mild that hospitalization is not necessary—a considerable saving in expense.

RECTAL COLON
Are often associated with Glandular Inflammation. We can treat these for you at the same time.

Write Today for Our FREE ILLUSTRATED BOOK

The Excelsior Institute has published a New FREE Book that is fully illustrated and deals with diseases peculiar to men. It gives factual knowledge and could prove of utmost importance to your future life. Write today for a copy of this important Book.



EXCELSIOR INSTITUTE
Dept. 4077
Excelsior Springs, Mo.
Gentlemen. Kindly send at once your New FREE BOOK. I am _____ years old

NAME _____

ADDRESS _____

TOWN _____

STATE _____

because he listens to the old man's hard luck tales and always agrees with him."

"That's bad," Marsh said. "But I won't let it stop me."

Nights when her father was not at home, Claire would call him on her private wire and say good night. He had never known till now that little things could be of so much value.

In the gray afternoon the two came down the slopes and skirted the yard. Marsh's blood pounded and sang as his lungs devoured the sharp air. Claire's cheeks flamed.

Then as they came around a string of cars, they stopped suddenly at the scuff and rasp of frantic feet in the cinders. Two switchmen were fighting with savage eagerness. Their untrained fists heaved in blind blows and they grunted and their hard breathing exploded in gasps and white spurts of vapor.

Quick nausea sickened Marsh at the sound of those callous blows tearing raw flesh. Claire clutched his arm. She knew. But he couldn't stop shaking, and he stumbled as they walked away.

For the first time, Claire took him into her home. The fire was down in the living-room stove. Dully he opened drafts, stirred the embers and stuffed in wood. He couldn't look at her. He would have to say something and get out. Run again.

Firmly she helped him off with his overcoat, pulled him into a chair by the fire. There was warm comfort in the quiet room. Something besides the fire started a glow within him. It was the sense of home and security that women can make.

"Tell me, Walter," she said gently.

"I'd rather not," he muttered. "I'd better clear out."

"I want to know."

She got it from him at last, the dark picture of a shattering experience.

At twenty-three Walter Marsh had risen to be trick dispatcher on the Pennsy. Keeping trains rolling was as natural to him as it is for some men to play expert chess. He was moving up fast. But, being studious and sedentary, his mind occupied with his work, he didn't bother to develop his muscles.

"I never thought much about it. You see, Claire, I hadn't needed them, never played outdoor games, never got into a fist fight."

Because of the testimony he had to give at a hearing, an engineer was discharged.

"Later, he caught me walking home through the yard, and gave me a terrible beating. He wasn't more than twenty pounds heavier than I was but he nearly killed me. After I was down he kicked me. I was in the hospital for three weeks."

The shock and humiliation broke his spirit, Marsh admitted. He brooded over the hammering fists.

"The fellows sneered at me when I went back to work," he told Claire, and she listened sympathetically. "They seemed to treat me like something that wasn't nice. So I guess I cracked and went to pieces. That's why I came here. I had never been in the mountains before. I like them. I want to stay. They have helped, and you have. But I haven't been able to get back my nerve. And now I guess I'd better run along."

"You are not going to run away from this thing any more," Claire said firmly. "There are many kinds of courage, Walter. You will have to whip this before it does you. I will help you."

"I'll stay," he said.

SPRING began to break up the white landscape. Marsh spent all the time he could on the mountain sides, occasionally with Claire, sometimes alone, climbing higher, putting himself through greater exertions. He observed finally that he was filling up his loose clothing.

Some day, he knew, Borden would be back with another complaint. It was hard for him not to favor the train the engineer was pulling, to give him no excuse for a rage; but he could never quite do that. It was grained into him to be fair and inflexibe in handling traffic.

And so he knew that night, by the sound of the resolute feet coming down the hall, that he would have to face Claire's father again in a tantrum.

Shortly after he had come on duty that afternoon, an opposing train to Borden's had pulled a pair of drawbars, had missed another meet, and had stuck Borden's train nearly three hours at a blind siding.

Claire called on her wire at 7:30 to ask when her father would get in, and when Marsh told her of the delay, she remarked that Dad would be disappointed because he and Johnnie Webb had planned to leave on a fishing trip early that night.

It was now 10:50. Borden's train was just in, and those determined steps in the hall would be the engineer's. Walter Marsh set his will. He tried not to flinch when the door burst open. Borden and Johnnie Webb, his fireman, stormed into the office.

"How the hell do you think you can get by with sticking me three hours at Gypsum?" the old man snarled. "Hell and damnation, can't you keep the trains moving? What's the matter?" he sneered. "Did you get a sinking spell?"

Marsh knew the blood was fading from his face, but he got up slowly and walked to the counter.

Borden's eyes drifted across his face. "You sit here in a nice soft chair and tell us how to run our trains." His voice was going up. "It's the first time I've ever seen you off the seat of your pants."

There was nothing you could say to this half-cracked reprobate. To try to pacify would only inflame him.

"I'm sorry," Marsh replied. "But if you have complaints, the superintendent is the man to take them to for action."

"Yeah," Borden yelled, "that's the kind of railroad man you are. Running to the super with your kicks. Can't stand on your hind legs and take the grief."

The old man's control was gone now. He raised a big fist and delivered a clumsy blow. Entirely unexpected, it caught Marsh in the chest and knocked him from the counter. But he came back to it in a

quick recoil and faced the two of them stubbornly.

Johnnie Webb interposed. "I'll take care of this from here out. That is, if there's anything to take care of, Mr. Yellow Dispatcher."

Marsh found he could keep his chin up. He measured the fireman, and shook his head. Taller, broader, probably thirty pounds heavier.

"No, Johnnie, there's nothing for you to take care of tonight," Marsh said slowly. "But some day, when I've got a little more tough meat on me, I'm going to beat your head off. It will be a tough job, but I'm making it first on my agenda to get in shape to do it."

"Ha!" Johnnie gloated. "The man can talk back. But it don't mean a thing. Okay, Yellow Dispatcher, whenever you're ready, just slip me the word. But don't wait too long."

"And another thing," Borden fussed. "You've been too much in my girl's company. You'd better stop that. And don't ever let me catch you at my house."

MELTING snow filled the streams, and cold rains began. There were washouts and soft track on the Anaconda Short Line, and delayed and stalled trains. Gandy dancers worked all hours in muck and water to keep the rails in place. Schedules were shot. Everyone was harrassed and short-tempered.

It was spitting rain when Marsh came on duty. Over Imperial Pass and down the swoop of Westwater grade the hail drove and drifted, and then a sleety rain fell and froze.

There were slow orders out at a dozen places, and they had just completed a shoo-fly—a temporary sidetrack—around five freight cars and a locomotive that the track had skidded from under beyond Carbon Canyon. The division was congested with trains, moving forward cautiously, fighting to make a little time.

When the transfer had been made from the first-trick man, Walter Marsh settled into an absorbed study and an alert supervision of the battle going forward with nature and the elements out there in the gathering dark.

It took study and an accurate memory of every defective piece of track to keep the traffic moving at all. Train orders multiplied in his book. The wire was weak at times, the current fading and coming back. This was highly irritating to a telegrapher.

At 9:45 someone came into the office. Marsh felt the glow of a familiar warm presence. Claire stood there, smiling.

"I know I bother you, Walter, at the worst possible time—"

He jumped up, opened the gate, and helped her out of her streaming coat. He brought a chair for her to sit beside his table. He kissed her hand.

"Exactly what I should have asked for," he grinned.

"Don't let me interrupt, please," said Claire. "I'll just sit a while and listen to you work. All this weather and the times you are having out on the line—it's very trying to wait at home. I got depressed. It seemed as if something was sure to happen."

"What's the matter?" he asked.

"Oh, I don't know. I got to worrying about Dad. I seemed to feel something was going to happen to him. He hasn't been well lately."

Marsh's eyes swept the train sheet and stopped on the clock. Then he said cheerfully: "Your father was out of Marble Gate, headed down the grade, thirty-eight minutes ago."

"Then he is on the Toboggan now."

Westwater Grade drops out of Imperial Pass in swooping curves that are always waiting to take control of a train from any unwary crew

OPPORTUNITIES FOR EVERYBODY

Publisher's Classified Department (Trademark)

For advertising rates, write to William R. Stewart, 9 South Clinton Street, Chicago 6 (Men's Bi—Aug.-Sept.) 6

PERSONAL

BORROWING BY MAIL. Loans $50 to $600 to employed men and women. Easy, quick. Completely confidential. No endorsers. Repay in convenient monthly payments. Details free in plain envelope. Give occupation. State Finance Co., 323 Securities Bldg., Dept. G-249, Omaha 2, Nebraska.

NEW ERA FOR you. Happiness-power obtained through development of the inner self. Rise above the fallacies that abuse you. Send for copy of "Illumination Through Reason". Only $1.00. Write to: Destiny Book Shop, Box 215, Mont Clare, Pa.

BIZARRE, EXTREMELY UNUSUAL stories. Damsels in distress. Three fascinating, illustrated stories, $5.00. Illustrated catalog of other exciting offers with order. Schwartz, Box 317A, Great Neck, N.Y.

"INVITATION TO DANCE" Illustrated Story; Bizarre high-heeled Whip-wielding damsels. 8 episodes $5.00. Illustrated bulletin $1.00. Gargoyle, Box 478-MB, New York City 10.

UNUSUAL READING, FASCINATING, revealing. Illustrated booklets 10-$1. Catalogue 10c. Kogan, 1032-BM, Church Annex, New York 8.

MARRIAGE OR DIVORCE Requirements. Complete Local Information Map. Questions Answered $2.00. Vegas Information Center, 1109 Silver Lake, Dr., Las Vegas, Nevada.

EX-RAY MINDI HYPNOTIZE, one glance. Guaranteed $3.00. Wamsteker, Box 10-M, Ottery, Cape, South Africa.

"INTERESTING MAILS"—25c keeps your mail-box full three months. Bentz, (Desk-M/95), Chatawa, Mississippi.

BIG MAILS, 25c Listing with us will fill your mailbox with mail. C. M. Box 1211-A, Chattanooga, Tennessee.

FOREIGN & U.S.A. JOB LISTINGS

"FOREIGN, ALASKAN, USA Jobs!" To $1500.00 Monthly! Million Americans Employed Overseas. Latest Reports. Who to contact for Highest Paying Jobs. Laborers-Trades-Truck Drivers-Office-Engineers-Others. 52 Countries—St. Lawrence Project, Spain, Latin America, Northern Projects, Etc. Year Registration-Advisory Service. Application forms. Unconditional Money-Back Guarantee. Only $2.00. Airmailed $2.25. (COD's Accepted). International Reporter, St. Louis 1-JD, Missouri.

JOBS TO $1500 Monthly. All Trades. South America, The Islands, U.S. Fare Paid. Application Forms. Free information. Write Dept. 72N, National, 1020 Broad, Newark, N.J.

DO-IT-YOURSELF

FIX YOUR TV—How to find and fix any TV trouble. Complete. Send $2. Carver, 4120 Sheridan Road, Chicago 13.

HOME SEWERS WANTED

SEW BABY SHOES at home. No canvassing. $40.00 weekly possible. Write: Tiny-Tot, Gallipolis 15, Ohio.

BOOKS & PERIODICALS

FREE ILLUSTRATED HYPNOTISM Catalogue. Write Hypnotist, 1324 Wilshire, Los Angeles 17W, California.

OF INTEREST TO MEN

PRISONER CARTOONS, 10 for $5.00. Bizarre catalog with order only. Nudeal, Box 174B, Floral Park, N.Y.

HEALTH & MEDICAL SERVICE

LITTLE DOCTOR BOOKS discuss in clear language diseases of mid-age and older. Enclose 10c for each book desired. Names of books are: (1) Prostate Gland, (2) Kidney & Bladder, (3) Colitis & Piles, (4) Blood Pressure, (5) Arthritis, (6) Rupture, (7) Menopause. Write Today to Kansas City Medical Press, Dept. 23-A, 1440 E. 21st., North Kansas City, Missouri.

AGENTS WANTED

NEW "TASTE OF Profits" Plan pays you up to $36.05 first day without house-to-house selling to strangers. Then, amazing demand for new style craze in novelty footwear "snowballs" profits from customers who call YOU. No experience needed. Follow simple instructions. Write for money-making "Top" Plan, Free. Flexiclogs, Dept. 43-J, New Holstein, Wisconsin.

EARN UP TO $250.00 per week soliciting delinquent accounts. Metro, Box 5887, Kansas City 11, Missouri.

SALESMEN WANTED

ADVERTISING BOOK MATCHES—cash in on big demand; sell Union Label matches. Cuts for all businesses and political parties. Free powerhouse selling kit, low prices, protection guaranteed on repeat orders. Cash commissions. Superior Match Co., Dept. G-856, 7530 Greenwood, Chicago 19.

CALENDARS ADVERTISING NOVELTIES, Matches! Good Side Line or Full Time. Now is the Time to Sell-All Types of Calendars, Hundreds of Advertising Novelties, Book Matches, etc. Fleming Calendar Co., 6533B Cottage Grove, Chicago 37, Ill.

LOANS BY MAIL

BORROW $50 to $500. Employed men and women, over 25, eligible. Confidential—no co-signers—no inquiries of employers or friends. Repay in monthly payments to fit your income. Supervised by State of Nebraska. Loan application sent free in plain envelope. Give occupation. American Loan Plan, City National Bldg., Dept. BC-8, Omaha, Nebraska.

DETECTIVES

LEARN CIVIL AND Criminal Investigation at home. Earn steady good pay. Inst. Applied Science, 1920 Sunnyside, Dept. 13-C, Chicago 40, Ill.

MUSIC & MUSICAL INSTRUMENTS

POEMS WANTED FOR New Songs. Send Poems. Free Examination. Immediate Consideration. Songcrafters, Arcade Station, Nashville, Tenn.

BUSINESS OPPORTUNITIES

$150 WEEK—EASY! Start home Venetian Blind Laundry. Revealing book free D. U. Co., 101 S. 44th Philadelphia 4, Penna.

MONEY MAKING OPPORTUNITIES

DOZENS OF DOLLARS Through The Mail. Place Advertisement in Local Newspaper. Folio $1. Box 4193, Panorama City 17, California.

AUTOMOBILES

UP TO $50.00 each for New or Used GM-110 Diesel Fuel Injectors. Parts also purchased. Bruce W. Mayer, 2090 East 19th Street, Cleveland 15, Ohio.

DISCARDED GM71-110 INJECTOR Parts Wanted. Bonus on HV. Jack, 7120 Carnegie, Cleveland 3, Ohio.

EDUCATIONAL OPPORTUNITIES

PHYSICAL THERAPY PAYS Big Profits. Learn at home. Free Catalog. National Institute, Desk 12, 159 East Ontario, Chicago 11.

MALE & FEMALE HELP WANTED

EARN EXTRA MONEY Selling Advertising Book Matches. Free sample kit furnished. Matchcorp, Dept. GH-5, Chicago 32, Illinois.

MISCELLANEOUS

BIG MAILS, FOUR months listing. 25c. Wright Publications, 2272-B Hubbard, Memphis 8, Tennessee.

and fling it down the mountain side in a shattered wreck. The steepest pitch is the Toboggan, where the rails dip out of Marble Gate in a long dive. Those days, crews on the Anaconda Short Line negotiated the Westwater with respect and cunning and extreme caution.

"It is where he lost control of his train that night—" Her eyes closed.

"This weather will give anybody notions of disaster," the dispatcher reassured her. "Your father has the 1118 and only thirty-two loads, so he won't have much trouble getting down off the mountain tonight. He should be by the station of Toboggan in about—sixteen minutes."

Marsh flipped open the key and snapped a call. The night operator at Toboggan answered promptly.

"What's the weather up there now?" Marsh spelled out briskly.

"Still sleet and rain, and colder 'n the Arctic."

"Let me know when extra west shows," Marsh instructed.

Claire nodded to indicate that she had read their conversation, and she murmured: "It's treacherous up there tonight."

"Listen to me, girl," he instructed. "You know your father can handle his train on the hump any time. He's fought the mountain till he knows every trick and device of the old brute. You're pretty well worn down with everything that has happened. You need a change, and I'm going to be it. And your father has got to be reasonable about it."

There was a new, authoritative note in his voice. Claire perked up.

An operator called and Marsh took his OS. He calculated, called two other operators, and whipped in an order changing a meeting point. He took their repeats and scanned his book and sheet warily.

In the silence Toboggan called for the dispatcher rather sharply: "DS—GN."

Marsh answered, "DA."

"That extra's coming down the hump," Toboggan chattered, "and there's something wrong. He's blowing his whistle like hell. He may be running wild — downhill!"

Marsh heard Claire breathe hard as the ominous report came in. He flashed back: "Go outside and see what you can find out as he goes by," and the answer came, "Okay."

CLAIRE, the office, and all things therein sank from his consciousness as his mind swept the division. He knew, without a glance at the sheet, the position of every train. He knew within the first ten seconds what could be done about it if the situation developed up there on the mountain as the report of the operator at Toboggan portended.

All the skill and cunning developed through many a crisis in his years of handling swift and heavy traffic were at the tips of his long fingers upon the key. It was a breathless time, but it wasn't long before Toboggan came back on the wire.

"The conductor threw his lantern off with a message tied to it," the sounder chattered as if it had St. Vitus dance. "Message says, 'Train out of control. Got hand brakes set, but with ice on rails it ain't enough to check her yet. For God's sake, keep the line clear ahead of us!' "

Claire stifled a cry and then she was quite still. But in all the stress of the tense minutes that took them through the torment of that encounter, Walter Marsh was conscious that she was watching his quick moves.

He sensed the agony she endured as she listened to the sounder report the grim account of what went forward in the sleety darkness, as at Marsh's sharp-flung commands, men took up again the fight against the old mountain's murderous intent. But mostly she did not rise to his thoughts as he schemed and fought to avoid the wreck that impended.

Marsh called imperatively to the operator at Castle Rock, "RK, DS!" and shot at him:

"Extra 1118 is out of control this side of Toboggan. Chase up to the east switch of the passing track and open it so as to let him into the siding. Hurry back to your station and stand by!"

"But the west end of the passing track is washed out," protested the operator. "That will throw the extra right into the river!"

"I know that," Marsh snapped back. "Now hop to it and open that switch. Let me know when it's done."

The operator opened his key for ten seconds, then he slowly clicked, "Okay."

Claire sat like a frozen woman. Her blue eyes were cold now, cold and tense, and her straight blond hair seemed straighter now than usual.

Marsh knew that the west end of the passing track there had been washed out days before, when the flooded mountain stream had cut deep into its bank and came up into the yard. That was why he headed Extra 1118 into that passing track to be dumped into the river if he couldn't clear the line for it. Otherwise, there would be no point in turning her into the siding.

Number 16, a passenger train with eight coaches, was storming up the Westwater grade below Casco, the next telegraph office west of Castle Rock. But Casco had no night operator; only the agent who lived in quarters above the office.

There was no call bell, but maybe the agent was awake, or his call might awaken him. An old-time operator always had some crisis like this in the back of his mind and left the stairway door open so they could hear the sounder from the living quarters.

Marsh began to call: "CA, CA—DS."

Number 16 should be at Casco within about twelve minutes, depending upon how much the storm and slick rails had held her up.

The dispatcher put something beside the mere mechanics of working the key into the call—something of the spirit that calls to spirit which railroad men develop with years of signaling, a kind of thought transmission that goes with the job.

Pity welled up an instant, and a desire to comfort the stricken girl, but he shut these from his mind, occupied with the deadly problem of cheating the mountain, alert to take a split-second break.

"Walter," Claire whispered, "Tell me, is there any chance at all?"

He wouldn't look at her. He knew she faced the picture of her father riding his rocking engine down the Toboggan into the open switch at Castle Rock and on into the river's torrent.

"Steady, Claire," he said sharply. "There's a chance. Hold tight."

"CA, CA, CA," his steel wrist vibrated the call clearly, "CA, CA, CA —DS. 31, CA—"

The current died in the wire till the sounder barely swung, and then it came back strongly.

CASTLE ROCK cut in to say the switch was open. Marsh snapped a "Stand by," and went on with the monotonous calling.

He was conscious of those thirty-two loads lunging at the 1118 up there on the Toboggan. He visualized the gray-haired engineer working desperately to rectify whatever it was that had caused him to lose control of his train, and the fireman standing by or helping, and the train crew perhaps out on the drenched and bucking cars still tightening the hand brakes.

If they jumped or stayed it would be about the same. But they didn't know what they faced, and Marsh didn't let it get beyond a problem to him. His mind had to be pointed to catch and utilize any slight chance that might break the mountain's deadly game.

The twelve minutes he had reckoned on slid past. But he continued calling, his will bent upon awakening the agent at Casco. He would make that monotonous call in his sleep for months to come. He shut his mind and sent something more than the clacking letters flowing through his fingers, reaching to the man in the little station under the dark mountain wall.

Four minutes pounded by. Then the circuit broke and the whole dark world stood still. Claire sobbed once.

"I, I, CA," came uncertainly from the sounder as if the key was worked by a sleep-drugged operator.

Marsh pounced.

"Has Number Sixteen passed you yet?" he blazed back, and the agent at Casco opened his key.

"I haven't heard her, but I just woke up. Your call raised me."

"Is she in sight?"

"No," said Casco.

"You're not sure if she's by or not?"

"No. I haven't heard her."

It wasn't anything to go on. People who habitually slept in stations alongside the main line were seldom disturbed by passing trains, especially on a blustering night like this, while an operator will be awakened from a sound sleep by his station call.

"If Number 16 shows up, stop her. Stop her!" said Marsh. "Get your lantern and light your semaphore lamp and put on your red board. Say when you've done it."

The agent was fully awake now. He acknowledged tersely.

Marsh turned to Castle Rock. "You there, RK?" and he got an "I."

"Let me know the second you can see the extra, and be prepared to close that switch when I say so."

Silence developed in the dispatcher's office. A sleepy relay or two muttered darkly. Marsh took an instant to press Claire's hand. It was icy, but it shot an electric thrill through him. He became aware for a second that Ed Carter, the operator, was still in the room, on tap if there was anything to do.

Casco reported. "Semaphore lit and board out. Sixteen not in sight."

But Marsh held to his hope. Those sleety rails might have delayed her more than he had reckoned. And on those walled and twisting curves the agent could see the train approaching less than half a mile away.

Marsh instructed him carefully: "Let me know if Sixteen comes in sight. If she does, I want you to beat it down to the west switch, flag her down, and head her into the clear just as quick as you can. When you are sure she is headed into the sid-

500 BIG GLOSSY PICTURES
(BRAND NEW COLLECTION)
Uncensored Poses - - - -
Private Files of Hollywood's Leading Figure Photographer

500 8 x 10's, 5 x 7's, 4 x 5's and wallet size

ONLY $1.00 POSTPAID

Sensational collection, including 8 x 10's — 5 x 7's — 4 x 5's and wallet-size glossy pix. You've never seen anything like this breath-taking bevy of lovely beauties. Daring, unretouched shots of Hollywood's most gorgeous figure models in every imaginable pose. No two pictures alike. You must find the kind of pictures you like in this never-before-offered group or your money refunded without question.

PIX UNLIMITED
1124 No. La Brea Ave., Dept. AM-7
Hollywood 38, California

NO RISK COUPON

Pix Unlimited
1124 No. La Brea Ave., Dept AM-7 Hollywood 38, California

Dear Sirs: Please rush me your giant collection of 500 figure studies by return mail. I enclose only $1.00 in full payment.

Name_____

Address_____

City_____ State_____

ing, run like hell to your station and let me know."

The quiet in the dispatcher's office tightened like a vacuum. Rain washed at the windows. He wouldn't look at Claire. Every faculty was ready to snatch at this deadly emergency. Then the sounder spat at him.

"Sixteen's coming," Casco flashed.

"Get him into the clear. Hurry back!"

THE CIRCUIT broke again, and Marsh knew the message before the sounder babbled it.

"The extra is in sight," Castle Rock reported swiftly.

"Is the weather clear enough for you to see her when she came around Pinnacle Point?"

"I think so," chanted the operator.

Everything that night had to be calculated on guesses. It made a deal of difference whether the operator had spotted the runaway as soon as she rounded the Point. But Marsh would have to figure that he had. Clearly he shot his orders.

"Get as far on your way as you can and still hear your sounder. Be ready to run when I say 'Go.' Don't answer me but just run like hell and shut that switch before 1118 gets to it. I'll repeat it so you can be sure. But don't start before I say so. Now get ready.

"Gimme all the time you can—it's slick traveling out there tonight," Castle Rock entreated.

The decision as to whether or not Extra 1118 should be thrown into the river would have to be met very soon. He couldn't avoid it.

Claire Borden got up. She had followed the quick moves in this fatal shuttle of events; she understood that Marsh could take a minor gamble and give her father a chance for his life. He could now order the switch at Castle Rock closed, with the knowledge that the hazard of collision had been minimized by the agent at Casco.

Marsh checked his time estimates carefully. If the operator at Castle Rock had seen the 1118 at the instant she rounded Pinnacle Point, he knew within a few seconds of when she would reach the open switch. He guessed the seconds that it would take the operator to reach that switch.

And if Casco didn't report Sixteen heading into the siding before that time was up, then he had to decide if he would put the extra into the river, or give it a chance to get down the mountain, and hope that the passenger train would be stopped and sidetracked.

CLAIRE walked to the counter and leaned upon it. A sob was torn from her that wrenched his heart till the pain blurred the hands on the clock.

Then silence came back to the dispatcher's office. All the wires were quiet; the rain ceased at the windows. Everything waited except the big minute hand of the clock. It walked forward deliberately, marking off the deadly seconds.

His mind was as clear as a burnished mirror. Now that there was a red board at Casco, and the agent was out with his lantern, to head No. 16 into the siding, it didn't seem a long chance to take if he ordered Castle Rock to close the switch now, and give the runaway a chance to make it down the grade.

But Marsh knew that, in the gusty darkness of sleet and rain, the engineer of Sixteen, not expecting a lit semaphore at Casco, might miss that one spot of red light in the storm. And anything might happen to the agent and his lantern in the lashing wind. A slip and fall on the icy right-of-way might put them both out.

And if No. 16 boiled on up the mountain with her crews at their posts and passengers asleep or drowsing or in talk, Extra 1118 would tear her to pieces if they met. Number 16 might now be heading into the clear, but he didn't know. He wouldn't, therefore, take the chance. Definitely he made his cool decision out of what the past had shown him.

Claire faced him across the table. Her blue eyes on his pleaded. Her wistful face showed in an indistinct halo cast by the shaded light hung low over the table. Her lips trembled on speech. Then she turned back to the counter and leaned upon it.

Pity and dread tried to stampede his nerves, but his mind refused to move from its clear judgment. Years on the Pennsy had disciplined him to the stress of suddenly-developed hazards. He dealt in split seconds and swift reactions.

The black spear on the white dial slid stealthily toward the deadly mark he had set as the last second the night operator at Castle Rock could reach the switch before 1118.

He could feel the terror shaking Claire. And the thought stabbed that if he didn't order that switch closed in time, she might feel he hadn't taken the chance he should. And the men on the division would say that there was some spiteful deliberation in his decision. Even if Claire and Walter Marsh went on together there would be that shadow.

The dark world stood still and peered at the struggle going forward on the grim mountain, under low clouds that lashed cold rain upon the specks of men and machine contending with nature to hold off disaster.

The black minute hand of the clock walked on deliberately. Marsh slid his hand to the key. He felt Claire watching him, and all his being and senses stormed his reason, yelled for him to kick open that key and snap the two letters that would keep Extra 1118 out of the river.

With his will he pulled the thing he desired most out of the storm.

The sounder spat sharply: "Number Sixteen heading into the clear!"

"Go!" His steel wrists made a compelling demand. "Go, go, go!"

Marsh crouched over the table and sent the soul of him to drive the operator at Castle Rock in his desperate, slippery run to the switch in the face of the 1118's headlight.

Claire was leaning against the table. Her wide eyes covered his hand on the key, and he felt as if it were being withered in a flame.

(Concluded on page 61)

The Mysterious Hand

MACABRE. Some men have a grim sense of humor, according to Henry H. Harrison, San Rafael, Calif., who cites the following case that he witnessed in the spring of 1924 while working as a brakeman on the Espee's Western Division. This incident, he maintains, can be verified by J. Eddlestone, now assistant superintendent of that division, and C. A. Veale, retired vice president, Northwestern Pacific, both of whom were trainmasters at the time.

The story concerns Ted Brown, a student of the Physicians and Surgeons College in San Francisco, who was also a part-time passenger brakeman. One day Ted brought onto the job a pickled human hand for home study. This anatomical specimen vanished while he was changing into his uniform. Some unknown person stole it from the locker-room table, sneaked out to the trainshed, climbed into a baggage car, and secretly placed it in the lunch kit of Conductor Eddie Clarke.

In due time the train pulled out. After a while, being hungry, Eddie went to his desk and opened his lunch kit. When he saw the ghastly hand, he uttered a shriek and flung it out of the door and his food with it.

Later, a trackwalker found the gruesome object and turned it over to the Oakland police, who thereupon sent it to Coroner Grant Miller. The coroner, after an inquest, decided that the hand had come from a man about 42 years old who had met death under a train. A search for the body proved unavailing.

Meanwhile, Ted Brown, missing the hand, got excused from his run in order to look for it. Captain McSweeny of the Espee police suspected that Tom had engineered the prank himself, through dislike for Eddie Clarke. He turned poor Ted over to the Oakland cops. Dean Gray of the college got the brakeman out of jail by explaining that his anatomical specimen belonged to the college and that Ted had duly signed for it.

The police and the coroner, red-faced, tried to forget the whole matter, but they could not revoke the newspaper publicity it had already received. Ted was re-instated on his railroad job and paid for the time he had lost in the clink. ●

MEAT CUTTING Offers YOU SUCCESS And SECURITY

In The Best Established Business In The World PEOPLE MUST EAT!

TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs, year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

LEARN BY DOING AT NATIONAL

Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

PAY AFTER GRADUATION

Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates OUR 33rd YEAR!

FREE CATALOG—MAIL COUPON

Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

NATIONAL SCHOOL OF MEAT CUTTING, INC.
Dept. AD-17 Toledo 4, Ohio

National School of Meat Cutting, Inc.
Dept. AD-17, Toledo 4, Ohio

Send me your FREE School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats No obligation. No salesman will call.

Name.....Age.....
Address.....
City.....State.....
Approved for training Korean Veterans

Invest in Tomorrow Buy Bonds, Today!

Have Fun! Entertain Friends!
MAGIC DECK OF CARDS
Looks like ordinary deck of 52 cards and can be used for regular games. Instructions included for many amazing tricks. No Skill required!
Rush $1.00 for Magic Deck and we will include FREE large catalog of 500 tricks for parlor, club or stage.
D. ROBBINS & CO., Dept. M-74
127 W. 17th St., New York 11, N. Y.

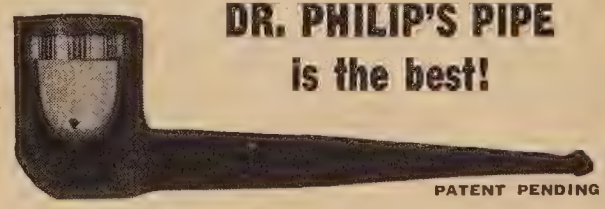
LEARN PLASTICS

Complete LOW COST Shop Method
HOME TRAINING NOW AVAILABLE
Get in on Big Money opportunities in Plastic molding, casting, forming, carving, etc. Earn as you learn with Interstate's professionally prepared course. All plastic materials furnished.
WRITE FOR FREE BOOKLET
INTERSTATE TRAINING SERVICE
DEPT. C-77, PORTLAND 13, OREGON

THE PIPE SMOKER'S DREAM COME TRUE

Every Pipeful Proves . . .

- NO BREAKING IN!
- READY-MADE CAKE!
- DOUBLE COOLING ACTION!
- CANNOT BURN THROUGH!
- FEATHER-WEIGHT!
- FLAT BASE, WILL NOT TIP!
- FINEST QUALITY IMPORTED BRIAR!
- INTERCHANGEABLE CERAMIC FILTER BOWLS!



DR. PHILIP'S PIPE is the best!
PATENT PENDING

The ideal pipe for the STEADY SMOKER and especially the NEW SMOKER. Smokes dryer, cooler, cleaner. Ceramic bowls are interchangeable. Each pipe comes with FOUR extra bowls!

SHORT SMOKE MODEL ONLY $4.50
LONG SMOKE MODEL ONLY 5.50
(Both come with four extra bowls)

If not satisfied that this is the most amazing pipe you have ever owned, return within ten days and your money will be refunded!

QUALITY BAZAAR
Box 683 Grand Central Station, New York 17, N. Y.

Please send me postpaid ..... Dr. Philip's pipe(s). I enclose $..... to cover the cost of the pipe I have checked below.

☐ SHORT SMOKE MODEL plus 4 EXTRA BOWLS @ $4.50
☐ LONG SMOKE MODEL plus 4 EXTRA BOWLS @$5.50

NAME.....
ADDRESS.....
CITY.....ZONE....STATE.....
(Sorry, no C.O.D.'s)

Bryan Beard, N&W master photographer

Steam giant takes a bath: Norfolk & Western No. 2007, a compound Mallet, in engine-washing setup at Roanoke yard.

Norfolk & Western Locomotives

STEAM

Class	No. Owned	Road Nos.	Cylinders	Drivers	B.P.	Weight	Tr. Eff.	Builder, Date
		2-6-6-4 (Single Expansion Articulated) Type						
A	43	1200-1242	24x30	70	300	573,000	114,000	N&W, 1936-'50
		4-6-2 (Pacific) Type						
E2	2	563, 578	22½x28	70	200	256,950	34,425	N&W and Rich. 1910-14
		4-8-4 (Northern) Type						
J	14	600-613	27x32	70	300	494,000	80,000	N&W, 1941-'50
		4-8-2 (Mountain) Type						
K1	16	100-115	29x28	70	220	353,900	62,920	N&W, 1916-'17
K2	10	116-125	28x30	70	220	359,460	63,800	Brooks, 1919
K2a	12	126-137	28x30	70	220	359,460	63,800	Baldwin, 1923
		4-8-0 (12-Wheel) Type						
M	15	375, 376, 379, 382 396, 405, 422, 429, 433, 444, 449, 451, 475, 477, 496	21x30	56	200	206,200	40,163	Baldwin and Richmond, 1906-'07
M2	11	1105, 1115, 1117, 1119, 1120, 1125, 1127, 1129, 1139, 1143 1148	24x30	56	200	279,530	52,457	Baldwin, 1910-'11
M2c	5	1152, 1154, 1155, 1157, 1159	24x30	56	200	279,530	52,457	N&W, 1911-'12
		0-8-0 (Switcher) Type						
S1	30	255,-284	25x28	52	220	247,000	62,932	Baldwin, 1948
S1a	45	200-244	25x28	52	220	247,000	62,932	N&W, 1951-'53
		0-8-0 (Saddle-Back Switcher) Type						
W6	4	800, 809, 821, 830	21x30	56	200	186,900	40,163	N&W and Baldwin 1898-1900
		2-8-8-2 (Compound Mallet) Type						
Y3	31	2001-2007, 2009-2012, 2016-2019, 2023, 2024, 2028, 2031-2033, 2037-2040, 2043-2045, 2047-2049	25x32 39x32	58	270	539,000	136,985 Simple 114,154 Compound	Schend. and Baldwin, 1919
Y3a	30	2050-2079	25x32 39x32	58	270	539,000	136,985 Simple 114,154 Compound	Richmond, 1923
Y4	10	2080-2089	25x32 39x32	58	270	567,000	136,985 Simple 114,154 Compund	Richmond, 1927
Y5	19	2101-2119	25x32 39x32	58	300	582,900	152,206 Simple 126,838 Compound	N&W, 1930-'32
Y6	35	2120-2154	25x32 39x32	58	300	582,900	152,206 Simple 126,838 Compound	N&W, 1936-'40
Y6a	16	2155-2170	25x32 39x32	58	300	582,900	152,206 Simple 126,838 Compound	N&W, 1942
Y6b	30	2171-2200	25x32 39x32	58	300	582,900	152,206 Simple 126,838 Compound	N&W, 1948-'52
		2-6-6-2 (Compound Mallet) Type						
Z1b	53		22x32 35x32	57	225	440,000	90,996 Simple 75,830 Compound	Baldwin, Schend., and Richmond 1912-'18

The road numbers are: 1331, 1339, 1342, 1351, 1355, 1363, 1367, 1375, 1377, 1381, 1383, 1392, 1397, 1398, 1404, 1406, 1407, 1409, 1417, 1418, 1420, 1428, 1429, 1438, 1440, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1451, 1452, 1454, 1455, 1456, 1458-1463, 1465, 1470, 1474, 1476, 1480-1483, 1487, 1488

COAL-FIRED, STEAM-TURBINE-ELECTRIC

No. Owned	Road No.	Description	Drivers	B.P.	Weight	Tr. Eff.	Builder, Date
One	2300	Water tube boiler, Impulse type turbine driving generators.	42	600	818,000	144,000 at 9 mph.	B-L-H, 1954

DIESEL-ELECTRIC

Class	No. Units Owned	Road Numbers	Engine	Weight	Tr. Eff.	Builder, Date
RS-3	8	300 to 307, incl.	12 Cyl., 1600 HP	247,000	53,000	Alco, 1955
GP-9	4	710 to 713, incl.	16 Cyl., 1750 HP	247,000	60,000	EMD, 1955

DIESEL-ELECTRIC NOTES

Of the 12 diesel-electrics in service, 8 have replaced all steam on the Lynchburg-Durham line.

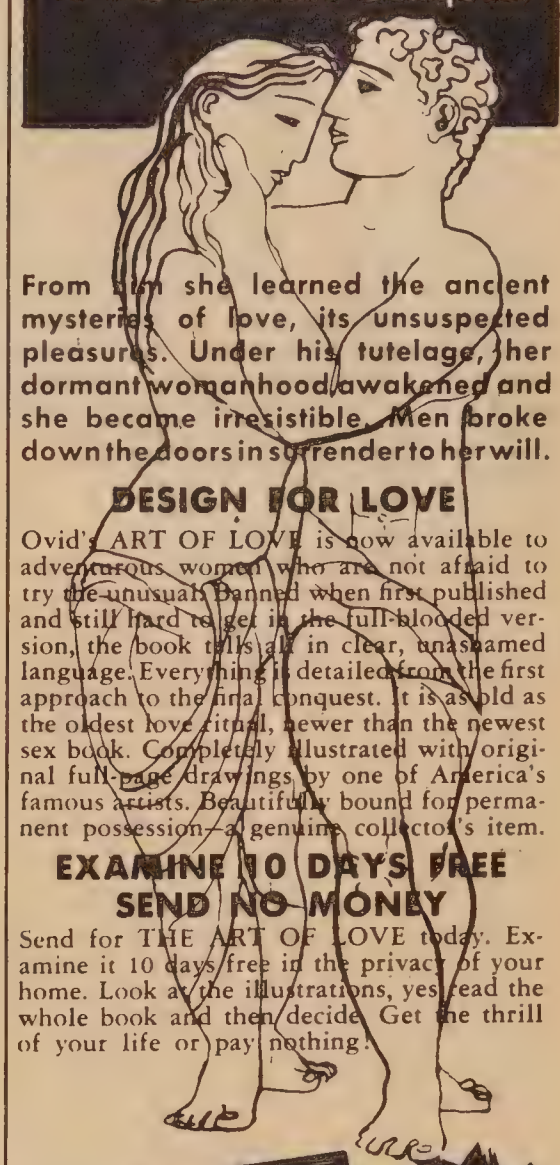
N&W has 71 road switchers on order, but deliveries are not expected to be completed until the middle of next year. The first 21, plus the 4 extra N&W now has, will take over freight service on the Cincinnati-Portsmouth line and switching in Clare yard, Cincinnati. The other 50 will take over all operations on the Jagerstown-Roanoke line.

Of the diesel-electrics now on order, 21 are Alco 1600 hp., 17 are Alco 1800 hp., and 33 are EMD 1650 hp.

Our next issue (Oct., out Aug. 2) will carry two locomotive rosters: the Boston & Maine and the Duluth, Missabe & Iron Range

OVID WAS HER MASTER

He Guided Her From the First Flirtation to the Ultimate Conquest



From him she learned the ancient mysteries of love, its unsuspected pleasures. Under his tutelage, her dormant womanhood awakened and she became irresistible. Men broke down the doors in surrender to her will.

DESIGN FOR LOVE

Ovid's ART OF LOVE is now available to adventurous women who are not afraid to try the unusual. Banned when first published and still hard to get in the full-blooded version, the book tells all in clear, unashamed language. Everything is detailed from the first approach to the final conquest. It is as old as the oldest love ritual, newer than the newest sex book. Completely illustrated with original full-page drawings by one of America's famous artists. Beautifully bound for permanent possession—a genuine collector's item.

EXAMINE 10 DAYS FREE
SEND NO MONEY

Send for THE ART OF LOVE today. Examine it 10 days free in the privacy of your home. Look at the illustrations, yes read the whole book and then decide. Get the thrill of your life or pay nothing!

ONLY $1.98

10 DAY TRIAL OFFER

BOND BOOK CO., Dept. A-128
43 W. 61st St., New York 23, N. Y.

Please send Ovid's THE ART OF LOVE on 10-day free trial in plain wrapper. If not pleased, I get my purchase price refunded at once.

☐ I enclose $1.98. Send Postpaid.
☐ Send C.O.D. I'll pay postman $1.98 plus postage.

NAME.....
ADDRESS.....
CITY.....Zone.....STATE.....

Canada and Foreign—No C.O.D.'s. Send $2.50 with order.

Norfolk & Western Railway

Including these four EMD road switchers, the great modern Norfolk & Western Railway, with more than 2,000 route-miles of track, is now operating only a dozen diesel-electric locomotives but has ordered 71 more from Alco and EMD. The delivery is expected to be completed by the middle of next year. Steam power has vanished from the Lynchburg-Durham line.

Out of Roanoke: N&W triple-header—compound Mallet and two single expansion articulated types, with extra tenders.

Earl Storm, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

(Continued from page 56)

The sounder grinned like hooded death. Then the circuit broke.

"OS, RK," the brass tongue stamped out deliberately. "Extra 1118 by at 11:38. Mister, I just made it!"

"Good boy! Good boy!" Marsh fairly shouted on the wire.

He shot to his feet, and his chair skidded and turned over and crashed into the wall. Claire hung quite limp in his arms.

The third-trick dispatcher banged open the door and came stamping in, dripping rain and denunciations.

"A helluva night!" he stated. "Anything exciting happened?"

"Not much," said Marsh.

MARSH came on duty the next afternoon with the feeling of lead in his chest. People usually seemed to think you did the wrong thing, whatever it was, and you couldn't tell how any of them would take the handling of the situation up on the mountain.

Updike growled at him as he came into the office. "Why didn't you call me when things broke loose last night?"

"It would have been over, one way or another, before you could have got here," Marsh answered glumly.

Updike fidgeted. "The boys seem to have wrong ideas about you," he said. "Some of 'em have been in to see me. It kind of embarrasses 'em to say so, and they asked me to say that whatever it was they thought, they were wrong."

"That's sweet of them," Marsh gloomed. "You tell 'em so."

"I will," Updike grinned. "And the Old Man has got some nice things to say to you himself."

"That's sweeter still."

Updike was a little inflated. He felt that his judgment, held against opposition, had been vindicated.

"You may be afraid of some things," he exulted, "but who isn't? I don't know anybody else who could have stood up to that job of cracking seconds last night—"

"Oh, I don't think I'm so scary," Marsh said. "If I ever was, Claire and the hills took it out of me."

At eight o'clock Marsh was brooding over his train sheet when the door opened quietly. Bitter Borden and Johnnie Webb came in. The dispatcher braced himself and stood on his feet.

"Walter Marsh," said Borden, and his eyes did not drift. "I've got a word to say to you."

"Shoot it!" Marsh challenged.

"It wasn't my fault that train got away from me last night," the engineer said, "and the Old Man knows it now. It was a broken valve. But I'm through railroading. I think I'd better retire on my pension and get myself organized. Catch up on my fishing. I've come to tell you that I'm sorry for the rows I stirred up with you. Claire says you two have some kind of understanding, and whatever it is—well, it's all right with me."

Marsh began to feel a melting glow where the lead had been. Then he turned on Johnnie Webb. "Anything you want to say?"

"Sure," grinned Johnnie. "About that beating you promised me. Suppose you don't do it and we'll say you did. I'll take your word for it."

"What about the Yellow Dispatcher?" Marsh asked evenly.

"Mister, I'll take that back."

Marsh nodded, with a faint smile. "Any time you change your mind, let me know."

He turned and poured on the key to Claire's private wire.

"Are you there?" he asked.

"Yes, Walter," the brass-tongued sounder spelled back at him. "I'll always be where you want me."

And for the next few moments the men standing beside the dispatcher's desk, and the Westwater grade, and the *Imperial Limited*, and the whole Anaconda Short Line suddenly became very unimportant. ●

Next issue: "Old Mogul Mountain," by Harry Bedwell.

CANYON WAR

Two railroad giants fought beside the Columbia River—one-eyed Jim Hill, bearded and crafty, and Ed Harriman, wizard of Wall Street—each holding a rail empire in his hands. Frank Donovan describes this battle of the century in the next (October) issue of

RAILROAD

Other features, fiction, true tales, short hauls, many pix, departments, and *two* locomotive rosters (B&M and DM&IR).

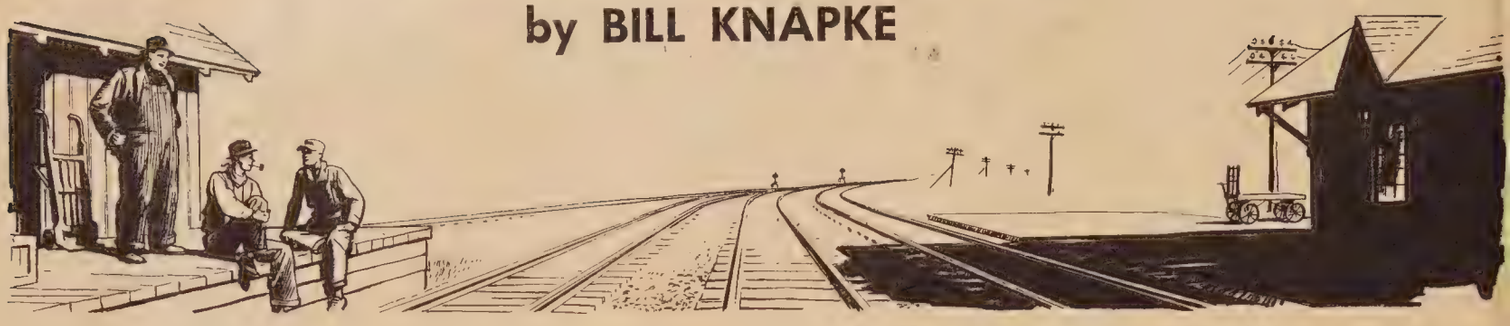
On Sale At Your Local Newsstand

August 2nd

(If not available at newsstand write to RAILROAD Magazine, 205 East 42nd Street, New York 17, N. Y.)

REMEMBER THE CALLBOY?

by BILL KNAPKE



A Human Bloodhound, He Could Find the Railroaders He Wanted, No Matter Where They Were — in Rooming Houses, Hotels, Gin Mills, or Even the Red Light District

HOW OFTEN, oldtimer, have you heard the words, "Wancha for—"? Perhaps to call you for that least desired job, the wrecker, when some passenger train had met with disaster. Perhaps for a work extra that would take you to the far end of the division and keep you away from home for a week or two, or they may have been for an ordinary run-of-the-mill trip; but, under noonday sun or the blackness of a stormy night, almost invariably the call began with, "Wancha for—".

And do you remember the callboy who delivered that message and made you sign his little black book? He may have been slim and blond or chubby and freckled-faced with red hair, but his speech was incisive and his manner alert, while his eyes twinkled with devilment. Yeah, the callboy of days a-gone was a very important guy in our lives.

Even today you'll find a few of his kind left here and there, a very few, hanging onto the fringes, as it were. But with the sunset of the boomers he has pretty much vanished. His modern successor is the crew dispatcher, who sits at a desk facing a battery of telephones and the crew board, with its neatly typed cards, at his elbow. It's a nice office job.

No longer does the callboy mount his battered bike and pedal swiftly down a tree-lined street to this cottage and that rooming-house, and hustle into a smoke-filled room behind the cigar store where the perpetual poker game is in session. No, the present version merely dials a number or lifts the receiver; but when he talks he uses same stereotyped sentences as it was yesterday, is today, and ever shall be, "Wancha for—".

The typical callboy was the sharpest, shrewdest, and sassiest kid you could find anywhere. Usually the son of some conductor or engineer, he was well-versed in rail lore even before he entered on the job, but the way he added to that knowledge was phenomenal.

Two outstanding virtues he had: honesty and the ability to keep his trap closed about the other fellow's business. In the old days not more than one rooming-house door in fifty had either bolt or key. Sometimes when you hit the sack you had a hundred bucks, more or less, in your jeans hanging over a chair back but it never occurred to you that the caller might "make a touch" while you were asleep. I knew of only one callboy who ever attempted it.

The way a callboy got around wised him to situations that would have been dynamite if he had talked too much. He could have disrupted the social and family life of a fair proportion of the terminal's population. But the callboy, like a doctor or a priest, maintained a discreet silence in such matters.

Present-day G-men could take lessons from him, for if you ever saw a human bloodhound it was one of those lads. The callboy knew the favorite haunts of every man who had worked out of that terminal for as much as a week. He was familiar with every light switch, every ceiling bulb and kerosene lamp, in every rooming-house in a city of twenty thousand and he could walk in, in the dark, and put his hand on it. He also knew every loose stair tread and seemed to take a fiendish delight in stepping on it extra hard to evoke a nerve-wracking screech.

And in a certain quiet street—maybe it was Railroad Avenue—just off the main business center or in a shabby district across the tracks, where dim red lights shone through transom and drapery, he knew whether to visit Ruby or Gladys or Blanche in order to contact the railroad man that he was looking for

Did you ever try to hide out on him? Brother, it couldn't be did. Say you're in the back room on the third floor of the Travelers' Hotel. You've just picked up a picture that made it a "full house" instead of two pairs. Just about then at your elbow appears a glim plus the callboy, saying, "Wancha for—".

Or maybe you're down in "Dutch" Meyerhoff's sub-cellar, under the stairs, casting capering cubes and beseeching earnestly for your "point" and—yep, here he is: "Wancha for—".

Did you ever try to lay off on the callboy and think up a perfectly swell excuse to hand him? Well, he knew the answer to that one—and a lot more you'd never heard of. It was generally "No."

He had a separate approach and mien for those he called. With the womenfolk of the railroaders he was painfully shy and deferential. The old, gray-haired conductor or engineer he treated with an air of familiar equality, and the home-guard brakeman with tolerance. But with the boomer, whom he secretly admired and strove to emulate, he was perpetually at war. Those gentry kept him ever on his toes to prevent them from slipping something over on him. But you can make a note in your scrapbook that only once in a blue moon did they succeed.

SEVERAL of these youngsters have I watched as they began their career and usually it was much the same. Let me picture the scenes.

It is the new callboy's first night on the job. He approaches the door of a hard-boiled boomer brakeman and timidly raps. No response. Raps again and again. Then, becoming desperate, he tries the door. It opens and he tiptoes across the room to the bed and shakes its occupant gently by the shoulder. Shakes him again, a little harder. The sleepy and sometimes drunken boomer rolls over, glares at him, and roars:

"Get away from here and lemme alone or I'll sock ya on the kisser!"

In alarm, the caller retreats a few steps and the big argument is on. At length the brakeman signs the book, and the lad leaves with a sense of duty well done in the face of great bodily peril.

About sixty days slide by. The same callboy approaches the same hard-boiled boomer's door. Does he timidly rap? Not exactly. The door flies open with a crash you could hear in the next block. He stalks across the room with the stealthy tread of an elephant. Then he grabs the bedclothes, right at the brakeman's neck, and dexterously deposits them over the footboard, leaving the victim wide open to the midnight zephyrs.

"Get up, ya big lug, an' sign this book!" orders the callboy. "And don't gimme any guff or I'll crown ya wit' this bug," the bug being the lantern.

The hard-boiled shack meekly signs the book, after which he spends the next ten minutes trying to figure how it happened. The answer is simple: the callboy has arrived at his estate.

More than fifty years ago I hired out to the Frisco in train service at Springfield, Mo., and took a room in a large house owned by a switchman named Moore and his wife on a side street just off Commercial. For the first three weeks I lived there alone, while my wife was visiting her folks. The callboy awoke me several nights to sign his book. Never finding anyone there but me, he naturally must have thought I was unmarried.

Then one evening my wife came. We went to the room and peacefully to sleep. This was in the days when ladies did their hair up in white curl papers and wore frilly, be-ribboned, white nightgowns. At three a.m. came the callboy. He threw the door open with a bang that shook the house and stalked in, bellowing:

"Hey, you so and so!"

My wife, startled by the noisy intrusion, sat bolt upright in bed, grasping my shoulder with one hand and the lacey neck of her nightdress with the other. The voice continued, "Wancha for—".

Just then the rays of his lamp illuminated the curl papers, the frilly white gown and the wide frightened

SAVE 75% ON WORK CLOTHES!

SURPLUS STOCK FROM MID-WEST SUPPLY FIRM! Terrific values you've got to see to believe!

SHIRTS 79c
Made to sell for 2.99! Now Only 4 for $2.99

What a buy! 4 for the price of one! These shirts, though used, are washed, sterilized and ready for long, tough wear. In blue or tan. *Send name, address, neck size.*

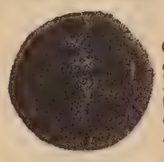
PANTS to match 99c
Sold for 3.95 now only . . . . .

Unbelievable Bargains! *Send waist measure and inside leg length.* 4 for $3.75

COVERALLS . . . wear 'em used and save plenty! Originally 5.95. Now only $1.95
Send chest measurement. 3 for $5.75

SATISFACTION GUARANTEED! Your money back if you can beat these bargains anywhere! You can't lose so order TODAY for immediate delivery! Pay postman or send money with your order and save postage. $1.00 deposit on C.O.D. orders.

GALCO SALES CO. Dept. 407
7120 Harvard Ave. • Cleveland 5, Ohio



SEMINOLE TALISMAN
One of nature's wonders, Mysterious, Exotic. You will love it, legend says that it was carried by the Seminole Indians as a lucky charm. Photo is true size. Yours $1.00 P.P. Dealers — write for prices.
SEMINOLE TALISMAN
P.O. Box 127 Port Richey, Fla.

EXPERT DICE
CARDS, INKS, etc.
STRONG! RELIABLE!
FREE CATALOG—Send for it Today!
O. C. NOVELTY CO., Dept. 2
1311 W. MAIN, OKLAHOMA CITY 4, OKLA.

MEN! REMEMBER THESE?
The Original OLD TYME Action COMIC BOOKLETS
• (FOR MEN ONLY)
These exclusive titles are the "Real McCoy"!
Maggie & Diggs • Toots & Jasper
Lord Pushbottom & Emma • Ike & Mike
Villian & Little Nell
24 Different Available (vest pocket size) 10 for $1.00
SPECIAL! 24 different titles — all for $2.00. No C.O.D.
McCOY PRINT SHOP Dept. AP-7
for the "Real McCoy"
PARAGON BLDG. HOLLYWOOD 46, CALIF.

FREE! If you order now! Our new list of "Real McCoy" items for men (adults only).

The Flatfish
THE LURE THAT NEVER GOOFS

With its lifelike motion, its exclusive offset hooking and its quick-penetrating hooks, the Flatfish is always geared for action. It brings in the fish—and that's for sure! World's largest selling plug. Over 17,000,000 sold. Get it at your tackle dealer's. Write for 48-page book with fishing secrets of famous anglers.

Free Catalog
HELIN TACKLE CO.
4099 Beaufait Detroit 7, Mich.

eyes. The callboy skidded to an abrupt halt. His jaw dropped. For a long second he stood still. Then he gave vent to a hushed and horrified "O-o-oh!" with rising crescendo and began walking backward on his heels.

Upon reaching the doorway, he leaped through. I heard him clatter down the stairs as though to a four-alarm fire. I reached the window just in time to see him upset his bike in trying to mount it. And when one of those bicycling experts got tangled up with his wheel, you could bet all the cotton in Georgia that he was bumfoozled.

A few minutes later, when I left the room to summon the kid and find out what train I was being called for, I heard my wife wedge the door solidly with a chair. She was taking no more chances.

FOR ALL their harum-scarum ways, callboys could be—and often were—entrusted with confidential and important duties. It was not unusual for one of them to be given the authority to hire brakemen or firemen when business was heavy and the "board" was short. A guy had better be good before they'd take him on. One of the most business-like kids I ever met—well, here's the story:

I rode into a district terminal in the caboose, thanked the skipper and brakeman for the ride, and ambled over to yard office to interview the ringmaster.

"Nope," he said. "I'm full up, but the Wooden Axle (referring to another road) is hiring men. In fact, they phoned me this afternoon asking if I could spare anybody. I sent a coupla switchmen over there about an hour ago."

He gave me directions and I was on my way. About nine p.m. I turned the corner of the passenger depot and started down the brick platform, hunting the trainmaster's office. As I neared the telegraph bay window, about midway of the building, I noticed a man talking to a youngster. Judging from the lantern at his feet and a general "don't-give-a-damn" look, he must have been the callboy. I was about thirty feet from the pair before the youth noticed me. The man had his back toward me; but even so, I sized him up as a boozehound boomer looking for an "office." I, too, was a boomer but not the red-eyed variety.

The kid shook his head. He was leaning against the window ledge, arms outstretched along the sill. When he saw me he gave me a stop sign with the hand behind the man. Accordingly I stopped, went back a few feet, and studied the train bulletin board, meanwhile watching the two out of the corner of my eye. Presently the boomer wandered on down the platform, while the youth—he was about sixteen—picked up his lamp. As he did, he gave me a come-ahead sign. I followed him into the trainmaster's office and the boy asked:

"Ever run a train any place?"

"Yes," I replied.

"Show me," and he held out a hand for my clearances. Somewhat amused, I passed them over to him. He looked through the lot with a practiced eye.

"Yep, these're okay," he said. "You're hired as a conductor and you'll get out about three a.m. Or, if we don't run an extra, you'll stand for the local at seven bells."

"When'll the trainmaster be back an' what'll he say about it?" I inquired. "Haven't you got any brakemen eligible for promotion?"

The kid shook his head.

"No! All that're qualified are promoted."

This was in the days when agreements of the brotherhoods of Railroad Trainmen and of Locomotive Engineers carried the clause that railroads could hire one experienced man for each two they promoted. While the callboy talked he was digging out a switch key, a badge, a train book, and a bunch of stationery. He wrote my name on a card and placed it on the crew board. After he had fixed the supplies, I asked curiously:

"How did you know I was looking for a job? I might have been a passenger waiting around for a train."

"Huh!" he snorted. "I kin tell a boomer as far as I can see. Every last one of ya walk like you was darin' somebody to start something. And," reflectively, "from what I've seen in the year and a half I've been around here, most of you are."

I reminded him that I didn't know a foot of the road and expressed the hope that I'd be given a couple of brakemen who did.

"Fat chance," the kid laughed. "So far as knowin' the road's concerned, we'll furnish a timecard, and you got a watch o' your own. What more do ya want? Anyhow, ya got nothin' on th' hogger or fireman. They ain't seen it, either. I hired both of 'em about two hours ago, and your shacks are a coupla switchmen I borrowed from the Short Line this afternoon. But all o' you are old heads, so what!"

Yep, he had the answers.

On two other occasions I was hired by a callboy, but the foregoing is the only time I knew of a kid hiring an entire crew.

THE CALLBOY was often cussed, for most of the young hellions could be aggravating, and you were often tempted to plant the toe of your shoe where it would do the most good. But that was a family affair. Let some outsider start getting rough, and the caller had a husky railroader ready to fight his battles.

In one case that I know of a callboy was the cause of a near-riot. I was working in Tennessee on a branch of the Nashville, Chattanooga & St. Louis. There were only six crews. All of them had very much the same leaving time each day, so the caller's duties wasn't very arduous.

A young Negro, Alec by name, did the calling and worked the balance of his time in the roundhouse. He was quiet, industrious, and well liked. The junction where he worked was a small town, with all that the term *small town* implies. A big, dumb hillbilly would come in every so often, get drunk, and pick on

some inoffensive person to start a fight. He was a brother of the town marshal, who usually took care to be out of the way when trouble started.

One day Alec went uptown on an errand and came back with his face cut and bruised. A conductor, Tom Turner, noticed it and asked:

"What's the matter, Alec?"

"Some white man up there on the street hit me, Mr. Tom," he said.

"Did you sass him or do anything to him?"

"No suh, I was jest walkin' along the street an' a big fella hauls off an' hits me."

Turner said. "You come with me, Alec, and point him out."

They went uptown, a couple of blocks away, and the callboy pointed to the hillbilly. Turner asked him: "You hit this boy of ours—why?"

"'Cause I felt like it," he said. "What's it to you?"

"Just this!"

The conductor socked him, and the scrap was on. The hillbilly outweighed Turner by at least fifty pounds, but the skipper knew how to handle himself, while the roughneck was clumsy. A crowd gathered as if by magic and I stood in the edge of it, behind Turner watching to see that none of them ganged up on the railroader.

Tom was doing a neat job of trimming the bully. Then suddenly the town marshal pushed through the ring, but instead of separating the men he threw his arms around Turner, pinioning the latter's arms while the brother punched him. I tried to move out of the way, but somehow my fingers got tangled in the marshal's collar and my foot accidentally kicked his leg.

As the official staggered back, flailing his arms, his chin stuck out like the prow of a battleship, and the temptation overrode my good sense. As they would say down there, "Ah jes nacherly had to bop 'im."

That I did, and the marshal sat down like a ton of brick. He stuck there for two seconds, glaring and blinking at me. Then he reached for his revolver. I had just said, "Feet, do yo' duty," when my brakeman partner, Zeke Dunn, took a hand with his brake club.

Did you ever hear one of those long, lanky, Tennessee mountaineers when they are very much in earnest? The more serious they are, the softer and quieter their voice and the more they drawl. After many long years I can still hear Zeke saying:

"Mistah mawshal, if y'all pull that hawg-laig, ah aims to paht yo haih clean down to yo' eahs."

There was no doubt in "mistah mawshal's" mind that Zeke would do just that. In a moment conditions changed. Dr. Blivens, mayor of the town, who had witnessed the affair from his upstairs office window, came into the crowd. He jerked the star from the marshal's vest, took his gun away, and discharged him on the spot. And that ended the ruckus.

Most of the callboys, in due time and training, became conductors, engineers, or yardmasters. Whatever line they chose, they generally developed into "artists." Many went high in the railroad world. I know two general managers who began their careers as callers. The last superintendent I worked under had been a callboy. More than thirty years previously he called me at Beaumont, Kansas.

One callboy, snub-nosed, freckle-faced, and carrot-topped, had the most phenomenal memory I ever knew. He could watch a sixty-car train pass and then walk into the office and make a list of all the cars on that train, their numbers and initials, from 'gine to crummy, entirely from memory. His feats were legendary around Colton, California. Who was he? "Brick" McIntosh, who later became a Southern Pacific yardmaster.

Plenty of times we hated the sight of a callboy, but right this minute, in the sundown years of life, I'd give almost everything I own to be able to go to my front door and see a battered old bike leaning against the fence and watch a sharp-eyed, alert lad, black book in hand, come up the walk and hear him say, "Wancha for—".

LUCKY N'DENDU

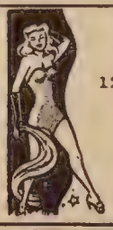
THE REAL LUCK-BRINGER

Africa holds many secrets. Its biggest secret can be yours. Since the beginning of Africa's colourful history men have achieved wealth and success by carrying with them always a powerful luck-bringer called N'Dendu.

N'Dendu Is a Rare and Genuine Luck-Bringer

Thousands of fortunate possessors of N'Dendu testify to its remarkable luck-bringing powers. It will bring you success in Business, Social, Personal and Love Affairs and in all competition and games of chance. A number of N'Dendus have been obtained in South and Central Africa and are guaranteed to be absolutely genuine. Apply, enclosing an International money or postal order for $4.50 to:

RACHMAN-AFRICA COMPANY
Box 4129, Johannesburg,
SOUTH AFRICA

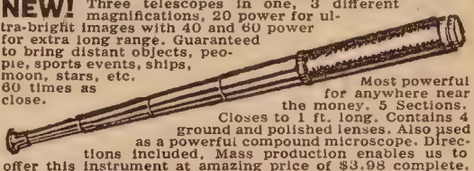


PARTY PAX
UNUSUAL FUN PACKAGE
12 POCKET SIZE CARTOON BOOKLETS
4 "HOT-SHOT" SHEETS
50 FUN & GAG CARDS
8 GLAMOUR PHOTOS
8 CALENDAR GIRLS
PLUS MEMBERSHIP CARD AND SPECIAL GIFT WITH EACH ORDER, ALL THIS—
only $1.
PARTY PAX DEPT. 17 P. O. Box 1295 Hollywood 28, California

JOBS ON SHIPS

MEN WANTED (16-55) HIGH PAY. Earn while you Travel to foreign lands. Experience not required. Choice jobs: merchants, yachts, luxury liners, freighters, etc. Adventure! Write for FREE information.
WORLD-WIDE SEAMEN'S SERVICE
309 W. 42 St., New York 36, N.Y.

60 POWER TELESCOPE $3.98
VARIABLE EYEPIECE 20X — 40X — 60X — BRASS BOUND
NEW! Three telescopes in one, 3 different magnifications, 20 power for ultra-bright images with 40 and 60 power for extra long range. Guaranteed to bring distant objects, people, sports events, ships, moon, stars, etc. 60 times as close.



Most powerful for anywhere near the money. 5 Sections. Closes to 1 ft. long. Contains 4 ground and polished lenses. Also used as a powerful compound microscope. Directions included. Mass production enables us to offer this instrument at amazing price of $3.98 complete. Money back guarantee. We pay postage. Get yours NOW.
CRITERION CO. 331 Church St.
Dept. EAB 22 Hartford 1, Conn.

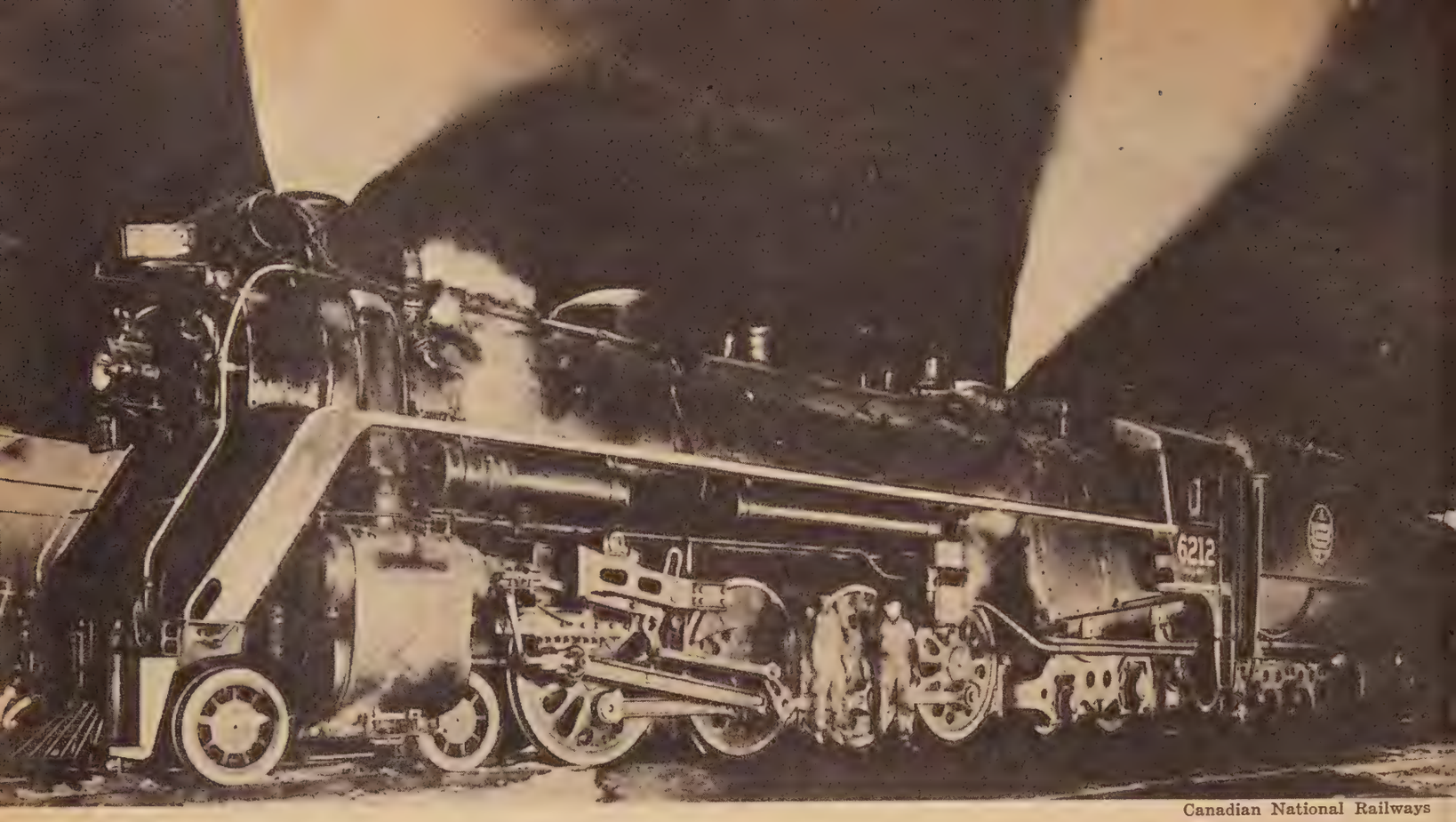
Success Requires Training! *LEARN*
AIR CONDITIONING and REFRIGERATION

This great, modern industry is alive with opportunities for trained men. Installation, maintenance and servicing of home and industrial equipment is a well-established, paying trade and business. Now mechanically inclined men can get practical instruction in spare time at home, plus quick shop practice at U. E. I. *(Founded 1927)*.
Important Facts FREE—*Write today*
Find out all about these interesting opportunities without obligation. Send a postcard or short note right now.
UTILITIES ENGINEERING INSTITUTE, Dept. AY-2
2525 SHEFFIELD AVENUE • CHICAGO 14, ILLINOIS

"Pills" Are Not The Answer To
CONSTIPATION

Learn the Experience of 50 Years of Hospital Practice

What does chronic constipation often warn of? What can you really do to help it? Where does hospital-type treatment and specialized care by medical doctors and dieticians fit in the picture of real relief for chronic constipation? Learn the answers from the important new hospital-sponsored book on this subject. Your copy will be sent FREE if you address McCleary Hospital, 749 Elms Blvd., Excelsior Springs 3, Mo.



Canadian National Railways

Last steam engine in regular New England passenger service, Canadian National 6212, is shown at White River Jct. waiting for highball that will start her hauling *The Montrealer* 183 miles over Central Vermont Ry. to Montreal.

Steam Power Today

DESPITE recent nostalgic items in some quarters about the passing of the steam locomotive, there is good reason to believe that the old steamers will be in use, certainly in the area of Denver, Colo., for years to come. So says Bernard Kelly, a *Denver Post* staff writer.

True—the snorting high-wheelers that pounded the Fast Mail to all quarters of the Rocky Mountain Empire out of Denver Union Station are a thing of the past. The railfan is no longer able to go out just any day and enjoy the sight of a steam locomotive in action. Not even in Colorado.

But for years to come the steamers will be seen from time to time, a quiet survey of the Denver scene disclosed.

It'll be years before the last of the steamers is junked. One small railroad even is rebuilding one of its old steam locomotives.

A major reason given for retaining some steam power on a stand-by basis is the high cost of diesel-electrics, plus the seasonal nature of some freight peak operations. Railroads try to keep their diesels in the run around the clock. Hence they mothball the steamers part of the year and fire them up at peak freight-haul seasons.

Most such steam locomotives are amortized fully for tax reasons and represent little value while they are mothballed.

Both the Union Pacific and the Great Western use diesels for the day-by-day work near Denver, but when beet season rolls around, they haul out the steam.

A Union Pacific official says that although there are no more steamers on UP main line passenger runs, steam is still in good use in parts of Wyoming where availability of coal is good.

Has Union Pacific set any date for final retirement of steam power?

"No," the official says, "but it will probably be 1960 or later."

As of Jan. 1, the UP owned 422 steam locomotives. Of these, 69 were coal-burners in storage and 45 oil burners in storage. The road owns 25 of the 4-8-8-4 giants—the "Big Boys"—just about the largest locomotives on rails anywhere, and all of them still are in use. The official says they'll be kept going until they wear out.

(The designation 4-8-8-4 refers to the Whyte classification system, the arrangement of the locomotive's wheels, with four on the pony truck, two sets of eight driving wheels in tandem, and a four-wheel trailing truck.)

The main reason for the triumph of the diesel over steam may be found in the figures which show the ratio of cost of steam to diesel and gas turbine operation. The ratios are 145.14 for steam, 84.03 for diesel and 69.19 for gas-turbine.

That's the Union Pacific situation. What about the other roads that serve Colorado?

The Rocky Mountain Railroad Club, whose members keep close check on such matters, reports:

"Colorado & Southern is using 2-8-0's on its Sheridan and Buchtel Blvd. branches, and in local switching, plus the 801. Get photos now, as diesels are on order.

"Denver & Rio Grande Western has

sent almost all steam power to Pueblo for scrapping, retaining only a few 3600's. This is a bad year for steam power, as the price of scrap is high.

"Chicago, Burlington & Quincy has closed its Denver shops. No more steam engine repairing here. . . ."

But when late summer comes, and the beet season gets under way, you will still be able to see the familiar squirrel-tail smoke plumes trailing proudly above trains of the Great Western.

The GW is a wholly-owned subsidiary of the Great Western Sugar Co., which operates 63 miles of railroad in Colorado from Loveland to Longmont and from Loveland to Eaton. Naturally its biggest business is the hauling of sugar beets for its parent. But trains run six days a week through the winter hauling general freight.

The Great Western has four steam locomotives and three diesels. The diesels operate regularly and the steamers go into use when hauling gets heavy.

This railroad has such confidence in steam that one of her steamers, the 51, is being rebuilt in the company shops at Loveland. Fifty years old, 51 is being readied for another half-century.

A spokesman for the Rock Island says that his road has only one steam locomotive left. She is now being used to furnish steam for a plant at Blue Island, Ill.

Wesley Winant of Boulder, Colo., brought the foregoing report to our attention. Additions to our lists of steam power still in service on American rails come from Robert Anderson, Ronald Lutz, Steve Borstad, and Warren D. Stowman. Previous lists have been appearing in *Railroad Magazine* since Jan. '55. We cannot, of course, guarantee their accuracy.

Great Northern at Duluth has two 2-8-8-0's, one 4-8-2, one 4-6-2, one 2-8-2, and two 2-10-2's, to be scrapped. They are in the open.

Northern Pacific at Duluth, Minn., has 0-8-0's, 0-6-0's, 2-8-2's, and a 2-6-2, all kept in steam.

NP steam is stored at Seattle, Tacoma, and Auburn, Wash. Steam is used on lines east out of those cities, also at Minneapolis, and Duluth; most classes.

NP Terminal Co., Portland, Ore., has 16 0-6-0 steam switches stored.

Penninsula Terminal Co. (behind Swifts, Inc., on N. Portland Rd.), Portland, Ore., 103, 104 (2-6-2T) are used alternately. One-stall enginehouse, so engines are in good position to photograph. Best time for action shots is before noon.

Pennsy roundhouse, Wilmington, Del.: 4-6-2 class K-4s, 2-8-2 class L-1s, 2-8-0 class H-9s, 0-6-0 class 6sb, stored outside.

Southern Pacific: Portland, Ore., 0-6-OT No. 208 in service.

Eugene, Ore.: 0-6-0 1230, 2-8-0 2527, 2549, 2553, 2563, 2575, 2745, 2756, 2821, 2852, and 2854, also 2-10-2's 3629, 3643, 3663, and 3690, also 4-8-8-2's 4258 and 4286. All types stored in serviceable condition. The 2-8-0-'s are used in extra yard tricks at Eugene while 2-10-2's handle extra frts. southbound. Steam in use at Oakland, San Francisco, and some cities near Calif.

Spokane, Portland & Seattle, Portland: 2-8-2's Nos. 538 and 539, 4-6-6-4's No. 902, 903, 904, 905, and 911, stored. One 4-6-6-4 is used once in a while. 4-8-4's Nos. 700, 701, 702 are kept in steam and used as traffic demands.

Union Pacific, Council Bluffs, Ia., stored outside roundhouse; (serviceable) two 2200's (2-8-2), one 2500 (2-8-2), thirteen 3800's (4-6-6-4).

Omaha: 800 (4-8-4) on frt. and occasionally Fast Mails 5 and 6. Sometimes uses a 3800 (4-6-6-4) on freight.

Steve Borstad, 4336 Mayberry St., Omaha, Neb.

A railfan lay in wait with a camera Sept. 3, 1955, as No. 828, an oil-burning 4-8-4, wheeled Union Pacific fast mail No. 7 out of Omaha. This train has since been discontinued; the 800 series are now on freight runs.

Shrinks Hemorrhoids New Way Without Surgery

Science Finds Healing Substance That Relieves Pain — Shrinks Hemorrhoids

For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids and to relieve pain—without surgery

In case after case, while gently relieving pain, actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne®)—discovery of a world-famous research institute.

This substance is now available in *suppository or ointment form* under the name *Preparation H.** Ask for it at all drug counters—money back guarantee.

*Reg. U. S. Pat. Off.

High School Course at Home Many Finish in 2 Years

Go as rapidly as your time and abilities permit. Course equivalent to resident school work—prepares for college entrance exams. Standard H. S. texts supplied. Diploma. Credit for H. S. subjects already completed. Single subjects if desired. High school education is very important for advancement in business and industry and socially. Don't be handicapped all your life. Be a High School graduate. Start your training now. Free Bulletin on request. No obligation.

AMERICAN SCHOOL, Dept. HB 39, Drexel at 58th, Chicago 37

RUPTURED

BE *FREE* FROM TRUSS SLAVERY

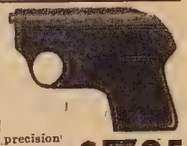
NOW there is a new modern **Non-Surgical** treatment that permanently corrects rupture. These **Non-Surgical** treatments are so certain, that a Lifetime Certificate of Assurance is given. Write today for our New FREE Book that gives facts that may save you painful and expensive surgery, and tells **how non-surgically** you may again work, live, play and love and enjoy life in the manner you desire. There is no obligation.

Excelsior Hernia Clinic Dept. 2305 Excelsior Springs, Mo.

BRAND NEW BLUE-STEEL

.22 cal. Blank Cartridge German AUTOMATIC, Clipload 6 shot Repeater

NO PERMIT REQUIRED



Latest model, not a clearance item. Gun is fully automatic, has positive safety catch, self ejecting clip. Adjustable firing spring. Machined with all the care and precision of West Germany's finest gunsmiths. Ideal for sporting events, theatrical performances, etc., 4" long, perfectly balanced. Satisfaction guaranteed. Send check or money order and save C.O.D. charges.

$7.95 postpaid

BIG THREE Inc. Dept. AG-7 1109 Sixth Ave., New York 36, N. Y.

FASCINATING NEW DEVICE TO HELP

HYPNOTIZE

NOW—HAVE FUN GALORE With the 3-D MECHANICAL HYPNOTIC-AID

Use this "pocket-size" device to help cause the HYPNOTIC trance. Complete with the informative book "Using the 3-D M.H.". Revealing chapters on: "Secrets, Procedure, Entertaining, etc." Try it for 10 days, MONEY BACK if not DELIGHTED. ORDER NOW—BOTH for only $1.98 ppd. Sorry no C.O.D.

MONEY-BACK GUARANTEE only $1.98 ppd.

HYPNOTIC-AIDS CO. Dept. DV-7 30 East 20th St. New York 3, N. Y.

Unusual PARTY **STAG FILMS**

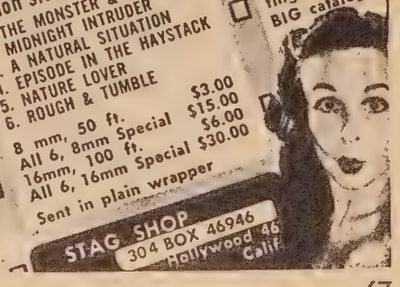
WOW! 6 Exciting CLOSE-UP action situations!

1. THE MONSTER & THE LADY
2. MIDNIGHT INTRUDER
3. A NATURAL SITUATION
4. EPISODE IN THE HAYSTACK
5. NATURE LOVER
6. ROUGH & TUMBLE

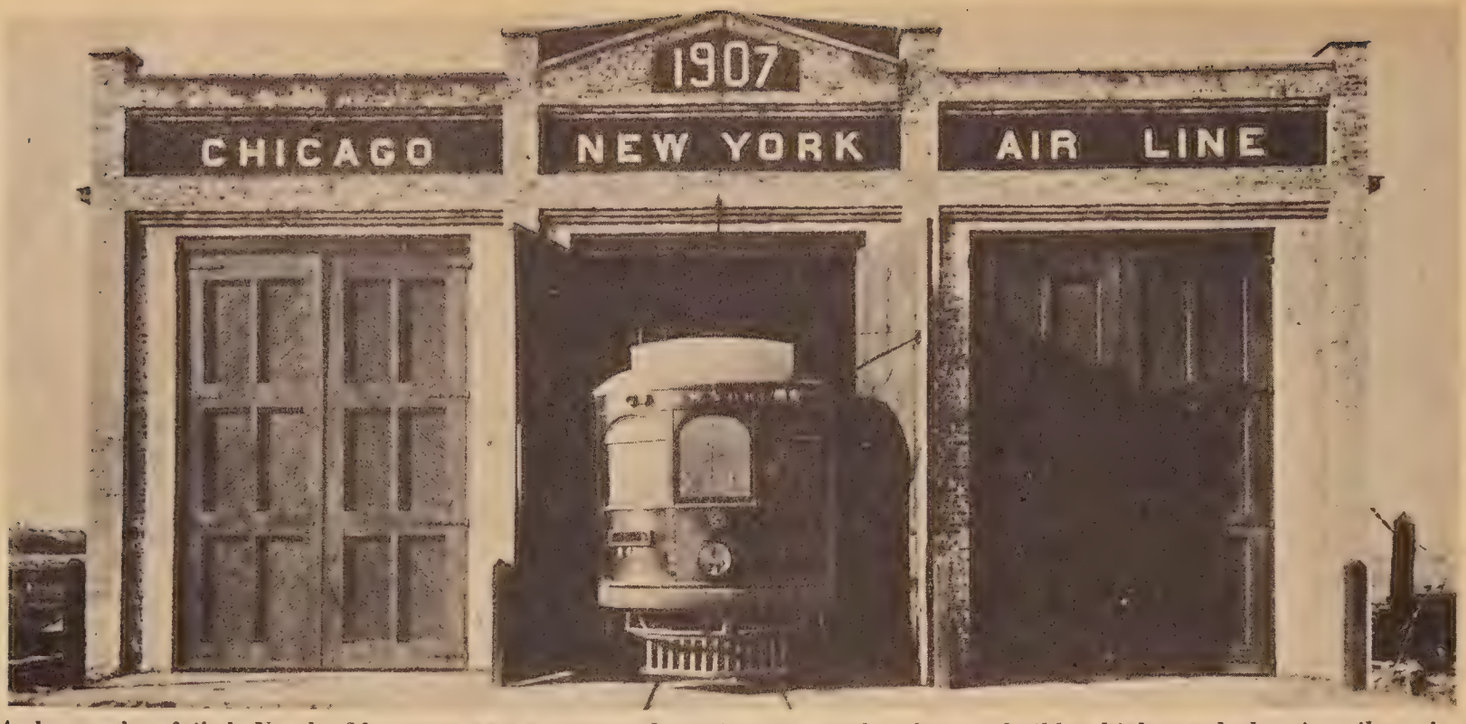
8 mm, 50 ft. $3.00
All 6, 8mm Special $15.00
16mm, 100 ft. $6.00
All 6, 16mm Special $30.00

Sent in plain wrapper

FREE! with each order. Stag Shop's big catalog of eye-brow-raisers. Or send $1 for sample assortment of Stag fun tinglers plus BIG catalog.



STAG SHOP 304 BOX 46946 Hollywood 46 Calif.



A dream that failed. Nearly fifty years ago a mammoth project was undertaken to build a high-speed electric railway in a nearly-straight line between New York City and Chicago. The promotore made some headway but ran into financial difficulties and went bankrupt shortly after erecting this car barn. If enough readers say so, we'll print the full details.

TRANSIT TOPICS

by STEVE MAGUIRE

RAPID TRANSIT demands are becoming acute in many large cities. Not very long ago, slow buses began gradually purring their way into metropolitan areas in a vain attempt to make time through the traffic snarls. Now, the same cities are really feeling the pinch of traffic strangulation. Their officials know that they must work out plans of some kind for easing the situation in crowded business areas of great cities — and soon.

STEVE MAGUIRE

The situation is well presented in the Toronto Transportation Commission's *Headlight*. (Robert H. Tait of Don Mills, Ont., Canada, sent us a copy.) It carries a statement by Chairman Gardiner of the city's Metro Council.

"We must immediately give consideration to additional rapid transit," Mr. Gardiner says, "if our rapidly increasing population is to be moved with anything approaching economy and efficiency.

"It is the experience of every large city in America that a succession of new expressways is not the answer to efficient and economical movements of traffic. Each expressway is filled the day it is opened. The irresistible fact is that you simply cannot provide sufficient highways and parking space to accommodate every person who desires to drive his motor vehicle downtown and back each day.

"Additional rapid transit is the only answer. It is a snare and a delusion to keep on spending tens of millions of dollars on highways because the Province will subsidize them 50 percent, when we know that, beyond a certain stage, every dollar spent on rapid transit is worth five dollars spent on arterial highways and parking facilities."

Toronto has had its taste of real rapid transit in its modern Yonge Street subway, opened only about three years ago. Traffic on that line exceeded expectations to such an extent that additional cars had to be ordered. People like to ride it. Next on Toronto's list is a subway line, which, when completed, will serve the more than 40 million riders who now use the Bloor Street surface cars each year, through dense traffic. This will save passengers as much as 68 minutes daily on the round trip.

WE'VE ALREADY discussed the California Bay Area plans for a rapid transit interurban network which would link, among others, such cities as San Francisco, Oakland, Richmond, San Rafael, Palo Alto, and San Jose. Says the San Francisco *Chronicle*:

"The theme that dominates the massive engineering report newly submitted to the Bay Area Rapid Transit Commission may be briefly stated: *The automobile is not doing the job*—alone, it can never do the job.

"There exists no reasonable doubt that for all the millions poured into high-speed freeways, and famous bridges, and subterranean parking areas, automobile travel . . . becomes increasingly slower, more troublesome, and more expensive. There exists little doubts either, that, with one possible exception, the so-called rapid transit of this region is in a state of decline where patronage is vanishing while service worstens and rates steadily mount."

This exception, we understand, is the Key System transit lines. The *Chronicle* goes on:

"The engineers note that without rapid transit, the region will pay over the years many times its cost in travel time, in higher costs, in diminished rev-

enues, in depreciated property, and in the continuing, inadequate, expensive building of more and more freeways and more and more parking facilities.

"The engineers, reluctant to speak up on matters of public policy, do intrude a single comment. They say: 'We do not doubt that the Bay Area citizens can afford rapid transit; we question seriously whether they can afford *not* to have it.'"

A full acount of the Bay Area situation, illustrated with maps and diagrams, appeared in the Feb. '56 issue of *The Western Railroader,* a lively little magazine that is published at Box 668, San Mateo, Calif., at $1 for a year's subscription.

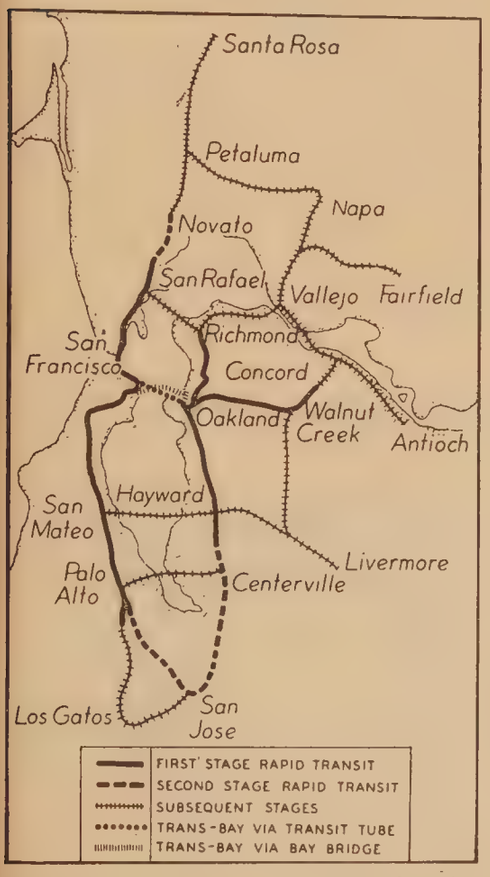
LOS ANGELES also is considering a speedy transit scheme. Last year the L. A. Metropolitan Transit Authority proposed, as a starter, that the city buy the Los Angeles Transit and Metropolitan Coach lines at top price and that LATL officials be hired at salaries which some experts think are excessive.

There were many objections to that. Nevertheless, the proposal for a new transit system lingers. In fact, it is again in the headlines.

We quote the L.A. *Herald Express*: "It seems necessary that the public acquire and operate the rapid transit system, but these systems must be purchased at fair prices, not a price that will pay the bills of the private operators of these systems and leave them a fat profit.

"The people will not pay excessive fares. So they make their down payments and purchase automobiles. They figure that is the best alternative to high fares and poor service."

Naturally, the service is poor since the rail lines have gone. The Mayor said: "We are fast approaching a point where the fantastic cost of additional freeways might be more wisely invested in a rapid transit system. But we will not sell out our citizens to enrich a handful of men."



Railway Age

Proposed rapid transit network for San Francisco Bay Area embraces 390 miles of double track costing $1.5 billion.

Steve Maguire

No longer can you see passenger cars on the Waterloo, Cedar Falls & Northern.

ROCHESTER, N. Y., is about to scrap its fine rapid transit subway line so that a highway can take the automobiling public through and out of the city as fast as possible. How absurd can city officials be! The subway was built nearly 30 years ago at a cost of *twelve million dollars.* It allowed a fast transit service from Brighton on the east end to Driving Park on the west end, cutting thrugh the business area with a new block of underground operation.

This subway could have become the salvation of downtown business traffic, but no effort was made to utilize it to the utmost. You might almost say the Rochester subway was a well-guarded secret. Only a year ago your editor, seeking the line's eastern loop, wasted nearly half an hour before he could find it. Nobody seemed to know where it was.

NEW JERSEY's northern counties adjacent to the busy New York City business section have been warned by the Metropolitan Rapid Transit Commission that, unless they develop—and soon—a system of interurban rapid

I'll Send You This Handsome SAMPLE CASE-FREE

and Show You How to Make Up to $30.00 in a Day

Mail coupon for this Free Tailoring Sample Case packed with 150 beautiful, big-value suit and overcoat fabrics. Take orders from friends, fellow-workers, others, for fine quality, made-to-measure clothes. Pocket big cash profits in advance. Because wearing our suits and overcoats brings more orders, we make it easy for you to get your own clothes without 1c cost. No experience is needed. SATISFACTION GUARANTEED. SEND NO MONEY. Just fill out and mail coupon—today!

PIONEER TAILORING COMPANY, Dept. W-1006
CONGRESS & THROOP STREETS - CHICAGO 7, ILLINOIS

PIONEER TAILORING CO., Dept. W-1006
Congress & Throop Sts., Chicago 7, Ill.

Dear Sir: I WANT A MADE-TO-MEASURE SUIT TO WEAR AND SHOW, without paying 1c for it. Rush details and Sample Kit of actual fabrics, ABSOLUTELY FREE.

NAME_____ AGE_____

ADDRESS_____

CITY_____ STATE_____

NEW, NATURAL LIGHTWEIGHT DENTAL PLATE

MADE FROM YOUR OLD ONE—New, Professional Method gives you natural-looking, perfect-fitting plastic plate—upper, lower or partial—from your old cracked or loose plate *without an impression.* CLINICAL method means fast service, huge savings. Try new plate full 30 days at our risk. New plates sent you Air Mail *same day.*

Now Priced Low As $15.95

SEND NO MONEY—just your name and address for full particulars FREE. No cost. No obligation. Act now.

CLINICAL DENTAL LAB., 335 W. Madison St., Dept. C35S Chicago 6, Ill.

"CURE YOUR FEET YOURSELF"
by Dr. Benj. Brookman

Read this book for immediate relief of all foot ills.

For immediate delivery postpaid send $3.00 *to*
Cure Your Feet Yourself
30 Huntington Ave., Boston 16 Mass.

40 ACRE GOVERNMENT OIL LEASES—$100

You do no drilling, pay no taxes, may realize a king-size profit without ever leaving home. Write for free map and literature.

American Oil Scouts, Dept. AM, 7321 Beverly Blvd
Los Angeles 36, Calif.

BIZARRE BOOK SERVICE Dept. 133

40 E. 23rd St., N. Y. 10, N. Y.
Specialists in rare and out-of-print esoteric curiosa. Collectors: write, indicate title, author or subjects desired. Be sure to send self-addressed stamped envelope for reply.

LAW FREE BOOK THE LAW TRAINED MAN

Write today for a FREE copy of illustrated law book, "THE LAW-TRAINED MAN," which shows how to earn the professional Bachelor of Laws (LL.B.) degree through home study of the famous Blackstone Law Course. All necessary books and lessons provided. Moderate cost; convenient terms. Write for FREE law training book today.

Blackstone School of Law, 225 N. Michigan Ave.
Founded 1890 **Dept. 420-A Chicago 1, Ill.**

GENUINE ARTISTS PORTFOLIO TO STUDY THE FEMALE FORM

500 beautiful glossy photos, Hollywood's most beautiful, most exciting women for your private art models, assembled in one fabulous collection to satisfy the most demanding artist or photographer. Every photo different, every figure breathtaking! You must be delighted or your money back!

ART PHOTOS • BOX 17
CULVER CITY 7, CALIFORNIA, DEPT W

Herbert Presbrey

Arriving at the Branford Electric Railway operating museum is car No. 197, built by Pullman in 1888 for the old Brooklyn Rapid Transit as a steam El trailer and later converted to a multiple-unit trailer. She was hauled to the site near New Haven, Conn., by freight motor No. 1504, joining a lot of other old trolleys.

transit 25 years ahead of its present needs, the area will face complete stagnation in any means of transportation.

Says the Commission: "If the majority of people within the New Jersey-New York area possessed automobiles, even today, all movement within the area would come to a halt."

THUS WE SEE that, except for the unfortunate city of Rochester, there is a logical trend toward rapid transit in various parts of the States and Canada.

O. R. CUMMINGS, the author of Trolley Town, U. S. A.," (page 28), handles his subject with authority. He's the librarian and historian of the New England Electric Railway Historical Society and has belonged to the Seashore Electric since 1941. A bachelor of 32, he lives in Newburyport, Mass.

Cummings is nationally known for his New England trolley-line histories, ten of which have already been published. Two more, dealing with the Portland-Lewiston Interurban and the Biddeford & Saco, both of Maine, are in the works, while still others are being prepared.

He used to sell trolley pix, but lack of time forced him to quit, although he still does some trading, his chief interests being the New England lines, the Atlantic City & Shore, and Lehigh Valley Transit.

Readers, please tell us what you think of "Trolley Town." Subscriber James D. Montgomery of Brookline, Mass., writes: "The trolley stories are excellent; keep them coming." And Harold Buckley of Silver Springs, Md., comments: "Recent issues of *Railroad* have shown a tendency to lean too far toward city transit lines and interurbans. Give us a little transit stuff, a little diesel, a little steam, etc.—not too much of any one thing. But don't cut down on locomotive rosters or Harry Bedwell's stories."

Says Burdell Bulgrin, Owen, Wis.: "I am sure most of your readers prefer steam engines to streetcars and elevated railways."

Maybe they do, Burdell, but a lot of 'em like rapid transit, too. That "Third Avenue El" piece by E. J. Quinby and Freeman Hubbard (June issue) drew a big hand. However, it seems that the authors slipped up in stating that the El's express tracks constituted the first railway to be built with each station standing on a hill crest.

"Chicago's South Side El built its original main line on that plan," Roy G. Benedict of Chicago tells us. "This was done in 1892 to make starting of the road's steam locomotives easier, and the track elevation still exists.

"I'd like to mention also that the Logan Square branch of the Chicago El's Metropolitan Division crosses over the Lake Erie Division. This is a commentary on the lower right picture in Joe Easley's *Along the Iron Pike* (June issue). Through service over that crossing has not been provided since 1951. Before Chicago's subway was opened in '45 the Lake Street station was the only transfer point between the two divisions, except for the downtown loop."

Commenting on "Third Avenue El," John F. McCarthy, 17 Winthrop St., Torrington, Conn., says: "I recall when I was a boy standing in the old Hotel Vanderbilt (pictured on page 18, June issue) and watching the El trains pulled by Forney steam engines on the 42nd Street shuttle."

QUERY from a Boston reader: "Is it true there was once a law against garlic-eaters riding streetcars?" Answer: Yes, indeed. Many years ago at Gary, Ind., it was illegal for anyone to board a streetcar within four hours after eating garlic. This ordinance, no longer in effect, did not mention limburger cheese.

PORTLAND TRACTION CO. in Oregon has had a run of bad luck with their eight ex-Pacific Electric interurban cars, reports George Chope of that city. He says that since the new equipment was purchased for the lines to Oregon City and Bellrose, every one of the cars has been in a collision and lost one or the other end.

These eight cars are among the few left from hundreds of center-door cars that Pacific Electric operated over the past 30 years.

Because of the shortage of equipment, the former Yakima cars and the former Portland narrow-gage city cars are back in service. Even the single ex-Key System car is used on a couple of tripper runs daily. PTC bus operations

Steve Maguire, 802 Tenth Ave., Belmar, N. J.

The old and the new. It isn't often you get a chance to photograph them together, like this pair at the Capital Transit Company's barn at Washington, D. C.

in Portland ended when the city cancelled the company franchise because the owners were from California and not local interests. A new company has taken over.

SINCE our last issue, two more interurban routes have given up their skeleton passenger service, to the surprise of none of us. Illinois Terminal RR, that once ran fast traction cars over 479 miles of track in central Illinois, ended its Springfield-St. Louis service, due to a drop in patronage. The local streetcar service between Granite City and St. Louis continues.

The other abandonment of passenger service occurred on the Waterloo, Cedar Falls & Northern, the last of many Iowa interurbans to operate such service.

WHEN did Philadelphia have steam streetcars known as dummies? The Philadelphia *Evening Bulletin* replies:

The city's first steam dummy began operating in 1863, during the Civil War, from 4th and Berks streets to Arrott Street and Frankford Avenue, and kept running till 1893. Other steam dummies ran on Market Street (main thoroughfare) from Front Street (Delaware River waterfront) to 41st Street and the Belmont Avenue entrance to Fairmount Park (world's largest municipal park). They lasted on that run only from March 21, 1877, till April '78. Later, steam dummies served Haveford Avenue between 41st and 65th Street, West Philadelphia, from 1890 till '93.

This information was relayed to us by Warren D. Stowman, Philadelphia.

TROLLEY MUSEUMS are not limited to those at Kennebunkport, Me., and Branford, Conn. Others are springing up throughout the country. The curator of one such project, Everett A. White, 302 Hicks St., Brooklyn, N. Y., informs us that a New York Trolley Museum was founded in March '55, originally with the idea of preserving a Peter Witt car, No. 8361, of Brooklyn.

"We acquired that car," he writes, "and brought it to the museum site, an area leased from the Staten Island Rapid Transit Railway. Our latest acquisition is the historic No. 250. It ran in Philadelphia during World War I, carrying workers to and from the huge shipyard at Hog Island. Sold later to the Long Island Rail Road, it operated between Neponsit and Rockaway. After that it became the property of the West Jersey & Seashore (then owned by the PRR) and served the passengers along that line as No. 6830. It was renumbered 250 by the successor company, Atlantic City Transportation.

"No. 250 led the elaborate parade that marked the end of the shore resort's trolley service, as described in *Transit Topics*. Then, in March, the aged but undaunted, was loaded into a trailer for what we hope will be its last trip. By accompanying it, I had the distinction of riding a trolley—that one—from Atlantic City to Staten Island."

Mr. White will gladly answer requests for details about the New York Trolley Museum. He hopes this project will be developed eventually to put it in the class with the Kennebunkport and Branford setups.

A NEW STREETCAR ROUTE along the former East Brunswick bus line in Melbourne, Australia, is due to open any day now, reports Ken McCarthy, Loftus, N.S.W., Australia. The new *tram* line will feed into the Bourke Street route that was opened for rail service last year. Pretty soon two other Melbourne lines will be electrified.

"RECENTLY I went to Cuba, mainly to ride and photograph the 80-mile Hershey-Cuban Railway and the 11-mile Matanzas Tramways, both of them listed in your *Street and Interurban Railway of* 1956 (April issue)," writes Dr. George T. F. Rahilly, Fort Lauderdale, Fla.

"The Hershey line is still running and in good condition. But I took a 70-mile taxi ride to Matanzas on a wild goose chase. No trolley has run there for about two years. I couldn't find a trace of them except some tracks in the street. Drop that Cuban line from your North American list."

ANOTHER correction in our 1956 list comes from Wallace Higgins, Washington, D. C.: The St. Louis Water Works no longer operates its trolley service for employes at the Chain of Rocks pumping station, although the line still carries a little freight.

INTIMATE BOOKS

STRANGE FATE OF PROUD BEAUTY

A young man saw a young and beautiful woman run stark naked towards him pursued by two huge dogs and a hunter who cried out, "Keep away: She's got it coming." As he spoke the woman was brought to a stop.

The hunter then told an incredible tale of frustrated passion and punishment. The young man drew back, his hair on end, and became a spectator to one of the most sadistic scenes ever described. This amazing story (only one of a 100) is told in full detail in Boccaccio's Decameron. This 540 page illustrated and unexpurgated Decameron is the book of which the critic Hutton has said, "Its effect upon us is the effect of life which includes for its own good, things moral and immoral."

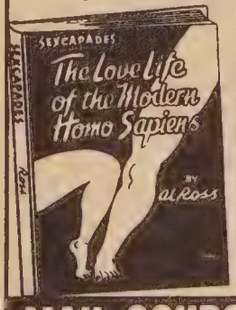
Only $2.98

Meet the Original MADEMOISELLE FIFI...
IN THIS UNUSUAL COLLECTION OF FRENCH STORIES

Yes, meet "her," meet Margot, meet Marroca and all the other passionate creations of Guy de Maupassant. See them in their intimate moments, in their weakness, in their strength. See them all in this unique and fully illustrated book, MADEMOISELLE FIFI AND OTHER STORIES. Only $1.98

Try 10 Days Free!

The Cycle of Sex
PICTORIALLY REVEALED IN THIS EXCITING NEW BOOK



Here is an unusual book — the kind men like. It's a story of two lovers who do things some people might not approve but who find happiness anyway.

The whole cycle of love and sex is described and shown in brand new pictures and words so bold. Here is a chance for a new kind of reading and looking pleasure. All we say is try it—you either fully agree that it is a real satisfying experience or we refund your money. ...$1.98

MAIL COUPON NOW →

BOND BOOK CO., Dept. P428
43 West 61st St., New York 23, N. Y.

OK Send my checked selections. I may enjoy 10 days free and if not satisfied get my purchase price refunded.

☐ Mademoiselle Fifi $1.98
☐ Sexcapades $1.98
☐ THE DECAMERON $2.98

☐ SEND COD. I'll pay postman plus postage.
☐ I ENCLOSE $..... Bond pays postage.

NAME_____

ADDRESS_____

CITY_____ ZONE____ STATE____

Erico Cleessttel

Former Pacific Electric cars operating on the General Urquiza National Railroad of Argentina are shown standing at the Pereyoa station near Buenos Aires

A Brooklyn trolley historian, Ed Watson, chides us for over-anticipating, in our list, the abandonment of Brooklyn's streetcar system. That system has only two routes left from an impressive total of more than 60 a few years back.

"It's bad enough that ultimately New York will have not a single car line," he joshes, "but don't hurry our Brooklyn trolleys into their grave any faster than the New York City Transit Authority will do it."

Even so, Brooklyn's cars are likely to vanish before this magazine hits the news-stands. Buses to replace them were ordered last February.

New York's only other trolley line at this writing, the Queensborough Bridge Railway, has applied for permission to quit operating its one and only route—two miles of track between Long Island City and Manhattan via Welfare Island. The QB claims that Welfare Island could be served adequately by buses (over a roundabout route). Whether or not QB will be allowed to quit is problematical.

Meanwhile, it is Manhattan's last streetcar line. Trolleys reach Manhattan Island over a bridge and through an underground loop at Second Avenue and 59th Street, less than a mile and a half from the office of *Railroad Magazine.*

Books of the Rails

THE GREAT LOCOMOTIVE CHASE, by MacLennan Roberts (based on the new Walt Disney movie) Dell Publishing Co., New York, 160 pages (paperback), 25c.

A documented story of a dramatic raid led by James J. Andrews, a Union civilian spy and a handful of men who tried to cut the South's vital rail system. They seized the locomotive *General* from under the nose of William A. Fuller, the Confederate train conductor, who pursued them, first by push-car, and finally by the locomotive *Texas,* which he had to run backward because there wasn't time to turn her around.

The raiders pushed their engine to capacity speed, stopping long enough to destroy track and communication lines in their desperate attempt to cut off the Rebels' supply base at Atlanta from the front at Chattanooga.

The *General* was slowed down eventually for lack of fuel, and Fuller overtook the spies after a thrilling 87-mile chase. Eight of the Union saboteurs were hanged, including Andrews.

Secretary of War Stanton awarded the Congressional Medal of Honor to the survivors in the presence of Abraham Lincoln, who shook their hands and said, "I wish I had known your leader."

Added to the fast-moving account is a postscript by Wilbur G. Kurtz, son-in-law of Conductor Fuller and foremost living authority on this episode. Kurtz gives a history of the two famous locomotives, both of which are now in museums.

The story of this chase has often been told, but it bears repetition, and Roberts has done a great job. The Disney film will be released about the time this issue of *Railroad* hits the news-stands. (See photo on page 47.)

MINISINK VALLEY EXPRESS, a History of the Port Jervis, Monticello & New York Railroad, by Gerald M. Best, 511 N. Sierra Drive, Beverly Hills, Calif., 93 pages, $3.

The PJM&NY (now part of the New York, Ontario & Western) had its beginnings in the great boom days after the Civil War a,nd its history is comparable to that of countless other short lines which larger roads eventually absorbed.

As a boy living at Port Jervis, N. Y., the author developed an interest in the little railroad. His account is a nostalgic trip back to the days of the glamorous steam engines and the high varnish trains (chocolate, trimmed with gold) that streaked through the Minisink Valley with passengers bound for Monticello and other Catskill Mountain resorts.

The *Minisink Valley Express* is a labor of love by a railfan who wants to share his enthusiams. It is illustrated with choice photographs, besides a 4-page locomotive roster. The book is likely to become a collector's item.

PIGGYBACK: HIGHWAY STYLE, Association of Western Railways, Room 1600, Bankers Bldg., Chicago, Ill. Free.

This brochure explains the interests of both the public and the railroads with regard to the equitable financing of highway programs.

HISTORY OF SAN LUIS OBISPO, *Telegram-Tribune,* San Obispo, Calif., 10 editions (8 pages each) 50c, wrapped and mailed anywhere in U.S.A. or Canada.

This set commemorates the 100th anniversary of San Luis Obispo, including histories of the Southern Pacific and the narrow-gage Pacific Coast Ry.

TEACHER'S KIT (A Study of Railway Transportation, Vols. 1 and 2, seventh edition), Association of American Railroads, Transportation Bldg., Washington 6, D. C. Free to all teachers.

A comprehensive package which includes a *Teacher's Manual* (Suggested Study Outlines and Source Material), *The Stories Behind the Pictures,* and a portfolio containing a wide variety of 8½x11" railroad photos.

The kit includes a chronology of American railroads, a list of the principal lines in the U.S.A., references to books, recordings, etc. Guaranteed to make railfans out of jet-age cynics.

Stephen D. Maguire

"Gone, alas, like our youth, too soon!" This delightful four-wheeler used to run merrily along the Five Mile Beach Electric Railway at Wildwood, N. J.

MAIL CAR

(Continued from page 11)

back to the 1870s when Robert Dunsmuir—who later built the Esquimalt & Nanaimo Railway—opened a coal mine on Vancouver Island at Wellington, B. C., and built a light tram road of 30-inch gage from the mine to the shipping pier five miles away. The rails consisted of fir topped with strap-iron. The line was operated at first partly by gravity and partly by horses, and then by 2-2-0 steam tractors fitted with flanged wheels.

In 1876, while visiting the Philadelphia Centennial Exposition, Dunsmuir saw a saddle-tank locomotive of 3-foot gage exhibited by the Baldwin Locomotive Works. He bought this 0-6-OT, named it the *Duke*, changed his railroad gage to fit, and ordered another engine of the same design, to be known as the Duchess, which Baldwin built in 1878. Both locomotives were put to work on the mine road.

Twenty years later, with the Klondike gold rush in full swing, Captain John Irving built a short horse-operated railway, the Atlin Southern, across a portage in the circuitous land-and-water route to the Atlin gold-mining center. In 1899 he acquired the *Duchess*, converted her from coal- to wood-burner, and shipped her north to handle traffic on the Atlin Southern.

An AS ride was fabulously high-priced, $2 for 2½ miles and most uncomfortable. Passengers sat on wooden benches along the sides of flatcars, with freight and baggage piled in between the seats. Sometimes they had to get out and help push the train over the hump.

Eventually the White Pass & Yukon took over the Atlin Southern, converted the *Duchess* to an oil-burner, and continued to use her on the portage until about 1930. Now, happily, she is preserved as a relic at Carcross. The *Duchess* is one of the very few engines ever converted to burn, in turn, three kinds of fuel.

Mr. Brown gives us additional data on the WP&Y roster: Nos. 51 and 52 were acquired from the Pacific Coast Railroad, while 53 through 55 came from the Columbia & Puget Sound. Nos. 63 through 65 were not Brooks engines, as our roster stated; 63 and 65 were built by Hinkley, 64 by Rogers. Those three may have run originally on some Colorado road. The WP&Y bought them second-hand from the Columbia & Western.

"White Pass & Yukon engine pictured in middle of page 68 is No. 80," reports J. L. McVey, Hope, Idaho. "On the same page you showed No. 51. I fired her last trip to White Horse. She carried 140 pounds of steam and could haul 50 tons up the hill. It was a superhuman job to get her over the road.

"Any crew that handles the 69 has

AMAZING "GET ACQUAINTED" OFFER!

BIG 8 OR 16 MM. FILM ONLY $1.00 PPD.

"HOLLYWOOD MODELS ON PARADE"

Now — the most *sensational* offer ever made to home movie fans! To prove that MOVIE CLUB FILMS are the *finest*, most *distinctive* available, we'll send you a sparkling, entertaining film—with Hollywood's loveliest showgirls and models —*for less than our cost!* Discover why 1000's of "hard-to-please" fans joined *our* club, and why *you'll* want to join, too! Just specify 8 or 16mm., enclose $1.00. (No C.O.D.'s, please.) If you don't agree film is worth 5 times the price, just send it back for prompt, full refund.

ORDER NOW—offer limited!

FILM FAN CLUB
Box 1095, Burbank 47, Calif.

HIGH PAYING OPPORTUNITIES

Work in fabulous So. America, The Islands, Africa, U. S. A., or other foreign countries. All Trades, Labor, Clerical, Drivers, Mechanics, Engineers, etc. Many benefits. Tax-free earnings. Chance to travel. Fare paid if hired. Make and save a fortune. Application forms. Opportunities for women also.

For information Write Dept. 94X
NATIONAL EMPLOYMENT INFORMATION
1020 Broad, Newark, N. J.

FUTURE DETECTIVES

BE YOUR OWN BOSS

Would you like to open your own agency? We send you one sheet of answers and tips including information that is helpful to those seeking permits. Also a thin billfold badge and a membership I-D Card for your signature. All sent postpaid for $1.00.

GEORGE W. MALLUM
6459 Sheridan Rd. Chicago 26, Ill.

FREE BOOK

ON RUPTURE CARE

Contains much helpful information. Shows how thousands have been helped by the comfortable, safe WEB Truss. Write today to:

WEB TRUSS CO. Dept. AM-7 HAGERSTOWN, MD.

Finish HIGH SCHOOL AT HOME

Complete 4 Yrs. in 12 Months

Learn More! Earn More! Enter professional or technical schools. Advance Socially. Live a Happier, Fuller Life. Individual Courses or complete schedule. *WRITE FOR SCHOOL BULLETIN.*

ACADEMY FOR ADULTS
Dept. AG-76, 30 W. Washington, Chicago, Ill.

Frenchy PLAYING CARDS
52 WAYS TO SCORE!

Those "difficult" to get (even in France) authentic Frenchy comic characters in 52 daring situations!

WOW!

NO COD'S

$2.95 deck
2 FOR $5.00

ADULTS ONLY

Parisian Art Imports
Box 171, Dept. MG-1
Beverly Hills, Calif.

HOW TO PERFORM STRONG MAN STUNTS

Impress your gal. You don't need muscle — just "know-how." This book tells all. Lift more with ONE FINGER than others with two hands . . . tear a deck of cards in half, and many other strong man stunts.

PLUS . . . illustrated 128 page book "Health is Fun." Teaches self-confidence, the key to success.

BOTH Only $1.00

Send check, cash or money order. Sorry no C.O.D

ALADDIN BOOK CO., Dept. AG
210 Fifth Ave., New York 10, N. Y.

Fifty years ago: Lackawanna's One-spot wheeling a string of freight over Gee Brook trestle (later condemned as unsafe and then filled in) on the old Cincinnatus, N. Y., branch, which was originally the Erie & Central New York Railroad.

my sympathy. It seems she never can steam, whether burning coal or oil. If they stuff enough plytonium into her big firebox they may get her up to 160 pounds.

"The fastest mile on the WP&Y was made in 58 seconds by the 192. I could have done better on heavy steel. In my 28 years on the road I ran all their engines. Finally I retired in 1952—couldn't pass the eye test. I'll gladly answer readers' requests for information on the WP&Y." ●

NATIONAL RAILWAYS OF MEXICO have a passenger train which they run only once a month in each direction between El Mante and Tamuin. If you miss Nos. 385 and 386, depending upon which way you're going, you'll have to wait a whole month for the next one.

This item opened our June *Mail Car* department. We had intended to print the explanation on page 11 of that same issue, but somehow it got crowded onto a siding. Sorry! The reason for such a schedule is that an important sugar-refining plant, located at El Mante, is so remote from population centers that the workers spend the best part of each month on the job, come home for a few days, and return to El Mante on the next train. ●

A BABY'S DIAPER was used recently by Mrs. Thelma Haywood to flag down two trains after her car had plunged into a ditch, blocking a busy double-track railway crossing not far from her home at Flint, Mich. Both trains were bearing down upon her, but the diaper stopped them in time. ●

TWO Pennsy steam engines brought 20,000 gallons of water that helped to put out a lumber mill fire four miles northwest of Hagerstown, Md., reports James Pellam, 3615 Milford Ave., Baltimore, Md., but he didn't state the engine numbers. ●

UNION PACIFIC telegrapher C. B. Gordon, 4451 Elgewood Pl., Riverside, Calif., who began railroading in 1898 on the B & O at age 15, writes: "We have plenty of grief trying to get young fellows to train as telegraph operators and station agents. The Santa Fe has removed its Morse wires in favor of telephones, and the UP here has a large test board and a few wires. But all the work is done by the printer.

"The fascination of the old railroad depot has largely faded into history. How well I remember teen-agers of both sexes peeking into the telegraph office at a Morse operator nonchalantly copying '19' and '31' orders, and the magic smell of a coal-burning engine standing outside. A lot of us old heads miss Harry Bedwell. We're glad you are bringing some of his stories back to life. In 1917 I worked the same Espee territory that Harry worked later. The SP agent at Riverside knew him very well, having worked on a job with him, and could locate the exact spots he wrote about in many of his yarns. Plenty of brass pounders of the old school work here and there. They talk a language that newcomers just don't understand.

"Besides slinging Morse, I have put in some years as fireman and engineer. Injuries ended that phase of my railroading. Also held supervisory jobs. I enjoy stories and articles that deal with steam and Morse." ●

HARRY BEDWELL's deep personal feeling for the railroad, according to Charles J. Keenan, 6354 N.E. Cleveland Ave., Portland, Ore., is shown in this paragraph from a personal letter that told about his first job at Bertram on the SP's Los Angeles Division in 1907. Bedwell wrote to Keenan:

"Bertram was a lone, yellow, telegraph office set on the sand, with rails and semaphore before it and the dun-colored desert sloping down from behind. The trains slammed by, seldom stopping, and then the silence would come back and the sun shine furiously or the stars wink impudently. Nothing else—except, if you stayed long enough, there did seem to be something. Something that came in, out of the silence, that you could almost touch."

Keenan hired out as a trainboy at age 11 on the Baltimore & Ohio. Two years later he was braking on the Coal & Coke Railway (now part of the B&O), at 15 he was firing a locomotive on the same road, and at 17 moved over to the right-hand side of the cab. He claims to have been the youngest shack, the youngest tallowpot, and the youngest eagle-eye in rail history.

"That was in the days when boys lied about their ages to get railroad jobs," says Keenan. "As I grew up I became a boomer. I worked on a long list of pikes that included a predecessor of the Virginian, the Norfolk & Western, the Illinois Central, the Southern, the Big 4, the Southern Indiana, the Lake Erie & Western, the C&O, the Lehigh Valley, the Michigan Central, the Chicago & Eastern Illinois, the Indiana Union, the Rochester, Lockport & Buffalo, the Pacific Electric, the Erie, and the Espee. Since 1941 I have been on the staff of the Oregon Public Utilities Commissioner.

"Next October my wife and I will celebrate our 40th wedding anniversary by riding the *Black Diamond Express* to Charleston, W. Va. There I will mark the 50th anniversary of my employment as a brakeman at age 13." ●

MODERN RAILROADS magazine in a recent survey asked railroad officers what, in their opinion, were the greatest avenues for future improve-

ment in the railroad industry. Responses to the survey are summarized thus:

Continued modernization and increased mechanization.
More economical maintenance to offset rising costs of labor and material.
Increased train speed.
More CTC territory.
Expansion of radio communication.
Simplification of paper work.
Elimination of hotboxes.
Educational programs to reduce car delay.
Handling of highway trailers by rail.
Elimination of unprofitable train service.
Better utilization of manpower. Training of personnel for leadership and adequate craftsmanship.
Accepting good ideas and practices from other railroads.
Improved service for shippers.
Better use of technical knowledge.
Improved design of freight cars.
Continued locomotive development.
Improved time-freight schedules.
Faster movement of freight through terminals.
Elimination of sub-terminals and extension of sub-divisions to expedite movement.
Consolidation of facilities at common points.
Streamlining yard operations.
Improvement in employe motivation and customer relations.
Greater use of specialized freight equipment to hold or regain traffic. ●

CHICAGO & NORTH WESTERN is putting the cold eye of an electronic "tattle-tale" system on thousands of freight cars rolling over its lines. Gone, for them, is the old numerical nightmare. The new battery of automatic accounting, processing, and communication machines installed at Council Bluffs, Ia., is linked to a similar system at the North Western's huge Proviso freight yards in Chicago. These machines have an uncanny ability to pick out any one of the cars and tell you just where it is. They form part of a network by which the C&W, the Union Pacific, and the Espee exchange data on freight movements. ●

NEWS BRIEFS. Says N. T. Parsons, "It would be pretty lonesome if I couldn't see and hear the trains pass." So, retiring after 46 years as a section foreman on the Gulf, Mobile & Ohio, the old man built a home for himself next door to the section house at Godfrey, Ill., where he had lived for nine years.

About 13 out of every 100 locomotives in the world, and 29 out of every 100 freight cars, are in the United States.

Southern Pacific is trying out a new type of hydraulic draft gear for coupling freight cars. Basically, it's a device that lets the whole body of the car slide up to as much as ten inches on its chassis. The action is cushioned hydraulically, somewhat like that of the familiar door-closers you find in office buildings. The harder the impact when cars come together, the greater the cushioning effect.

Commenting on "Third Avenue El" (June issue), which said certain cars were reserved for cyclists and their bikes, a reader tells us that West Germany's Federal Railways use about 250 trailer cars especially to carry bicycles. Each trailer has a luggage section and racks for storing bikes.

Japan's Chuo Line express, which guarantees on-time arrival, recently hit a stalled taxi and was delayed nearly three hours. Nobody was hurt, but the Japanese Railways had to refund about $55 to passengers.

Aluminum is the word. Southern Pacific's right-of-way is taking on a new look as workmen remove the old signs for yard limits, speed, stations, crossings, etc., and install reflectorized aluminum signs.

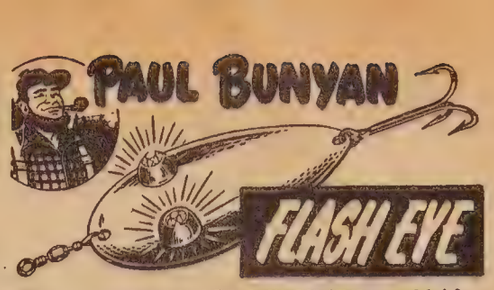
No excursion trains this summer on the New York Central, reports William C. Kessel, 25 E. Quaker, Orchard Park, N. Y., pointing out that the Central needs all of its locomotives for heavy freight and passenger service. Dieselization has created a shortage of motive power.

New York's Penn Station will soon have what Pennsy officials describe as "the world's most modern, efficient, and attractive ticket service and sales bureau." The latest electronic and mechanical devices, soon to be completed, will speed up Pullman and railroad ticket sales and reservations.

Just 4½ minutes from downtown Denver, Colo., to 40th Street, despite the traffic—that's the clocked time for messages in the pneumatic-tube communication system that the Union Pacific has just installed to expedite Denver yard operations. This new system, 1.6 miles long, replaces a messenger service.

A Wabash engine crew foiled two yeggs the other day at Toledo, O., reports Joseph Galloway of Toledo. Discovering the pair at work on an insurance company safe, the railroaders flashed a spotlight on them and then radioed their dispatcher. When police arrived, the safe-crackers had fled. ●

UNIQUE SWAP. After a recent visit to Cuba, Dr. George T. F. Rahilly, 100 S.E. 15th Ave., Fort Lauderdale, Fla., sends us this comment: "Cuba's



ARE YOU GETTING YOUR SHARE . . . of fish? This new *spinning* sensation will catch fish. It is as simple as that, results that please the fisherman. IDEAL for BASS, NORTHERNS, MUSKIES and WALLEYES. A NATIONAL RECORD HOLDER!
Your Dealer Has Full Lines of P. B. Rods and Lures
PAUL BUNYAN BAIT COMPANY
MINNEAPOLIS, MINNESOTA

★ **SONG POEMS WANTED** TO BE SET TO MUSIC
Send Poems. Immediate Consideration.
PHONOGRAPH RECORDS MADE
FIVE STAR MUSIC MASTERS, 620 BEACON BLDG., BOSTON, MASS

POWER
"Like Yoga-hypnotism-telepathy-psychology—COMBINED"
PSYCHIC DOMINANCE. Rule others with thoughts.——$2
ART OF USING YOUR PRIMITIVE AUTO-CONSCIOUS—$2
THE SECRETS OF PSYCHIC POWER PROJECTION—$2.50
PSYCHIC OCCULT HEALING. Miraculous power.——$2.50
LIMITED OFFER: All 4—$7.00 (Adults). No COD's
DELMAR WISDOM, 846-M3 Sunnyside, Chicago 40, Ill.

"One Moment Sir"
CHECK THIS TWO IN ONE STAG OFFER
✔ 12 COMIC BOOKLETS...rich in adult humor spiced with bold illustrations
✔ 10 4 x 5 PIN-UPS voluptuous, full-figure studies from private studio files.
SEND $1 Money back if not pleased
NOVEL ARTS P O Box 410 Danville, Illinois

LAW . . .
STUDY AT HOME Legally trained men win higher positions and bigger success in business and public life. Greater opportunities now than ever before. **More Ability: More Prestige: More Money** We guide you step by step. You can train at home during spare time. Degree of LL.B. We furnish all text material, including 16-volume Law Library. Low cost, easy terms. Get our valuable "Law Training for Leadership" and "Evidence" books FREE. Send NOW.
LASALLE EXTENSION UNIVERSITY, 417 South Dearborn Street
A Correspondence Institution Dept. 759-L Chicago 5, Ill.

LEARN TO **MOUNT BIRDS**

ANIMALS, FISH, PETS
Be a Taxidermist. Save your hunting TROPHIES. Have a fine home-museum. Hunters, save and MOUNT your beautiful DUCKS, QUAIL, DEER. TAN skins and FURS. Great Fun. Spare-time PROFITS.
FREE BOOK Tells ALL about it. 100 fine wild-game pictures. 48 pages. Send TODAY, don't delay. Get this WONDERFUL FREE BOOK, MEN AND BOYS. Learn Taxidermy. Double your hunting pleasure. Rush letter or POSTAL today. STATE AGE.
N.W. SCHOOL OF TAXIDERMY, Dept. 4207 Omaha, Neb.

PEE WEE BATTERYLESS TUBELESS "LIFETIME" RADIO

REALLY WORKS—FOR LIFE! Works WITHOUT TUBES, BATTERIES OR ELECTRICAL PLUG-INS. Never runs down. 2 ozs. SMALLER THAN A PACK OF CIGARETTES! GUARANTEED TO RECEIVE LOCAL STATIONS ANYTIME—ANYWHERE YOU GO! Sensational new Ferrite Selective Tuner—Perma-Crystal diode. Super SPEAKER-PHONE. Durable black and gold plastic case.
SEND ONLY $2.00 (bill, ck, mo) and pay postman $4.99 COD postage on arrival or send $6.99 for postpaid delivery. SENT COMPLETE READY TO LISTEN WITH LIFETIME GUARANTEE. Nothing extra to buy—ever. Available only from: MIDWAY COMPANY, Dept. WA-6, KEARNEY, NEBRASKA

MAKE EXTRA MONEY
EVERY BUSINESS EVERYWHERE USES UNION LABEL BOOK MATCHES
No experience needed to earn big daily commissions. Be a direct factory representative of the world's largest exclusive UNION LABEL Book Match manufacturer. Prospects everywhere. Feature Glamour Girls, Hillbillies, scenics and dozens of other styles—Double Books—Jumbo Books—nearly 100 color combinations. New, bigger portfolio makes this fastest selling line a real profit maker for you. Write TODAY for full details.

SUPERIOR MATCH CO.
Dept. L-756, 528 S. Greenwood Ave., Chicago 19, Ill.

railroads are being dieselized under a unique situation. Beautiful locomotives built in Germany are being traded for Cuban sugar without any cash being exchanged! I believe the Cubans will retire all their steam engines within about two years."

CIRCUS LORE. "Even though my father worked for the Chicago & North Western almost 40 years," writes Frank Whitbeck, advertising manager, M-G-M Pictures, Culver City, Calif. "and even though I've trouped with circuses and have owned elephants, I never thought that a magazine devoted to railroading would have the foresight and courage to cover the big top so fully as you did in the April issue. That lead article, '100 Years of Circus Trains,' is the best thing of its kind I've ever read."

Those same features evoked memories to a retired Canadian Pacific hogger, Frank W. Powers, 353 McGowan Ave., North Kamloops, B. C., Canada.

"One dark rainy night when I was a kid," he recalls, "Ringling Brothers played our town and after the evening show I sat on the porch watching the bedraggled outfit pass my home. A heavy gilded wagon sank into a mudhole up to its axles and a dozen or so horses floundered around, trying in vain to drag it out.

"The wagon boss yelled, 'Cut 'em off and get a bull!' Razorbacks unhitched all but two horses and attached a cushion to the back of the wagon. Then an elephant came up, lowered his big head against it, and pushed. Pretty soon the vehicle cleared the mire and was on its way to the loading track."

A somewhat similar event is recalled by a Santa Fe power-plant operator, J. L. Watson, 1416 W. 52nd St., Los Angeles:

"I chuckled to read how two John Robinson elephants served as helpers on a 4 percent grade in the Rockies. Reminds me of the time that circus visited my old home town, Flora, Ill., nearly 50 years ago. It was then I had my very first job. Several of us boys toted water for the elephants and filled eight giant rain-barrels. But instead of drinking it, the frolicsome beasts gave one another a shower bath. You should have seen the fun.

"That night a drenching rain turned the unpaved streets into knee-deep mud. After the last performance, elephants pulled the wagons through a sea of mud from the circus lot to the railyard. Those pachyderms really had a tough life. My eyes misted when I read about *Emperor* stepping into a pan of molten hot iron with one foot. It's a wonder he didn't go berserk, instead of returning to the car as he did, like a good trooper, to get his sore foot treated.

"Your article mentioned the warning that the Canadian National issued when some circus elephants fled to the woods. I have an exact copy of it in my train-order collection from over 300 roads."

"In 1903, while I was working as a telegrapher and bill clerk at Jackson, Miss., on the Alabama & Vicksburg (now part of the Illinois Central)," recalls W. C. Hetzler, 605 Franklin St., Chattanooga, Tenn., "a circus pulled into town over the IC for a one-day stand and was to move out over the A&V to Meridian, Miss. The circus advance agent had been in town to make arrangements for the movement with the local railway agent and, as was customary, gave free passes to our office force.

"On the afternoon of the show our office was deserted except for a skeleton crew which handled a few necessary receipts and deliveries. It was a very hot day, but that did not dampen our enjoyment of the performance. For me it was sheer magic and glitter. When the last act ended we streamed out of the big tent and resumed our prosaic duties. The A&V signed a contract with the circus agent and I was given the railway's copy for billing.

"Five years later I was working for the CNO&TP as agent-telegrapher at Evansville, Tenn. One night I was held on duty until all sections of a circus moving north had gone by. I watched the brightly-colored cars carrying the personnel and paraphernalia, little dreaming that tragedy overhung them.

"The next morning, when I opened the office, the section foreman told me that he had found on the track the corpse of someone from the show train. Evidently the poor fellow had either fallen or been thrown off. I asked the dispatcher what we should do with the body. He advised me to have it placed on No. 7's baggage car and sent to Chattanooga for police action. I never did learn the man's name."

Says Hollis Cortelyou, Higgins, Texas: "When I was a teen-ager in Missouri I knew a colorful character named 'Diamond Billy' Hall, who lived near my home. During the Boer War he shipped trainloads of horses and mules to the British Army in South Africa. Years later he bought and operated the Walter L. Main Circus."

Marion Lewis, Box 561, Lafayette, Ind., reports that the Ringling Brothers-Barnum & Bailey Circus, in addition to its three-section railroad train, is "piggy-backing" two mammoth truck trailers for an average of 16,000 miles a season. This has been going on for several years.

LOST WEEK-END. Back in the early 1920s, a certain crew on the Southern Pacific's Coast Division had designs on the boxcar containing several barrels of whiskey that was in their train.

This story comes from Donald E. Cheney, 172 Boston Ave., San Jose, Calif., who got it straight from his father, one of the brakemen involved. A bright crew member—never mind who—developed what he thought was a master plan to tap the supply of red-eye for himself and his companions. The plan was simple. When the drag pulled into the yard at the end of the run, our hero slipped some boards across the brake-beams of that car and set to work. Reclining with his back on the boards and using a brace and bit, he drilled for "oil."

Next day, a car inspector reported that some son of a bee had bored about 150 holes through the floor of a certain boxcar that stood in the yard. The crew members were questioned about this heinous matter, but all played dumb. They really were angry—because with so many holes bored not one of them had hit a whiskey barrel!

A CONDUCTOR'S WISH

LET me sit on the right hand side,
A-hold of the throttle and
Johnson bar,
And make our rough wild hogger ride
At the other end on the old way car.

Just watch him try to stay in the hack
When I start the train with the air
and the slack,
And hear him holler when his head I
drove
Right in behind the crummy stove;

And as the train goes into the sag
Knock him out with the slack in
that drag,
And let him lie there on the floor,
Afraid to stand up, for fear he'd get
more.

I'd head right in on the longest track
And cut her off a long way back.
When the hogger walks in, to him I'd
say,
"Well, how was the ride you got
today?"

—*B. H. Terry*

FLAGSTOPS

EVELYN JENNINGS

EVELYN JENNINGS, Rte. 1, Bluefield, Va., will graduate from high school next year and may take up social service work. She is proud of her railroad kinfolk, including her brother Mack (who worked on the Pennsy and Northern Pacific) and her father, an uncle, a grandfather, and a great-uncle (all Norfolk & Western past or present).

"My great-uncle, F. M. Jennings, is a retired hogger," she says. "He and I are pals. He's so active that you wouldn't guess he is 92. He lives with my grandfather. One day a truckload of pigs and chickens stalled on a crossing, a train hit it, and the livestock scampered in all directions. The crew ran after them. Grandpa, who is a fat man, chased a pig. It must have been funny."

Evelyn is sixteen. She collects picture postcards, especially railroad subjects, and wants pen pals from anywhere in the world. She promises to answer all mail.

SAN DIEGO & ARIZONA EASTERN roster in our June issue listed No. 104. This engine is being placed on permanent display June 24th on the county fair grounds at Del Mar, Calif. Also shown is the private business car of the late John D. Spreckels, the line's builder and first president.

The project originated with the Railway Historical Society of San Diego, reports secretary R. E. Pennick, 8689 Lamar St., Spring Valley, Calif. The Southern Pacific donated the equipment, and local business firms helped to pay for its installation.

ENGLAND HEARD FROM. "I am a guard (conductor) on the British Railways," writes Harry V. Bates, 6 Southern Ave., Feltham, Middlesex, England, "and want to hear from other railroaders, anywhere, with a view to swapping picture postcards and employes timetables."

A NEW MOVIE dealing with the report of the Presidential Advisory Committee on Transport Policy and Organization is being distributed by the Association of American Railroads, Transportation Bldg., Washington 6, D.C., for free showing to civic groups, churches, clubs, TV stations, etc. Write to the AAR, Public Relations Department.

Entitled "The Right to Compete," this 14-minute technicolor sound film explains through real-life and animated cartoons just what the report means to the typical American family.

FEW OLDTIMERS remember the bloodhounds that the Long Island Railroad used to keep for trailing station robbers and helping local law men. Most famous of the four-footed sleuths, Sheba's Bob, had a truly great record. Your editor, Freeman Hubbard, tells about this little-known bit of history in an illustrated feature article on "Man-hunting Dogs!" in the July issue of ADVENTURE, a monthly magazine issued by the publishers of RAILROAD. (An item in our June issue mistakenly said the article would appear in June ADVENTURE.)

NARROW-GAGE vacation trip for railfans is suggested by W. P. Grant, 1420 Madison Ave., Oxford, Miss. "Ride the National Railways of Mexico from Mexico City to Puebla via Amecameca, Cuatla, and Atlixico," he urges. "The fare is dirt cheap—about $1.50 for an all-day trip—and the line is 3-foot gage with many hairpin curves. A steam engine pulls open-platform wooden coaches. There's some grand scenery, including frequent views of two snow-covered extinct volcanoes, Popocatepetl and Ixtaccihuatl."

SOUTHERN PACIFIC is engaged in a massive job of building a 13-mile fill to provide a dry-land roadbed across Great Salt Lake. The embankment, costing nearly $49 million, will replace the world's longest railroad trestle, built in 1904. The job is due for completion in early 1960.

HOW MANY oldtimers recall the days before water coolers were installed in passenger cars and a waterboy went through the train toting a tray of glasses and a pitcher of icewater?

COMPLETION of the multi-million dollar concourse shopping area in Philadelphia under Penn Center has been assured by a new transaction between the Pennsylvania Railroad and Uris Brothers, builders. Uris Brothers have purchased the property, formerly under lease from the Pennsy.

A LONG ISLAND commuter for 67½ years, Frank Sutton of Babylon, N. Y., had a unique trip as railroad-company guest the other day. Instead of riding a coach, he rode in the diesel cab, and at Long Island City he boarded the LIRR's lone business car and there he ate breakfast with the engineer, the conductor, and LIRR President Tom Goodfellow. Says he, "You need a little something different to break the monotony every 67 years or so."

TWO YEARS of Southern Pacific experiments have developed a "duel-fuel" system for diesel locomotives which permits part-time use of heavier and less costly fuels. This releases quantities of highly refined products for processing as jet fuels and gasolines, which are needed for national defense. The SP has begun to equip its locomotives with the new system.

A ONE-CENT pay check was issued to F. E. Hungate on February 1, 1902, for "full payment of wages" for that month. Hungate worked as a conductor on the Santa Fe's Coast Lines, retired in 1943, and is now living at Alhambra, Calif. His tiny check was never cashed. Only two uncashed one-cent checks are known to have been issued by the Santa Fe. Hungate must have taken life easy that month, to earn but a single copper.

RAILROAD LORE, a new mimeographed railfan monthly, selling at 10c a copy, 75c a year, is being issued by R. H. Danna, 309 E. Houston St., Apt. 4B, New York City. It covers rail lore in fact and fiction, locomotive rosters, steam-power information, and a free hobby corner for buying, selling, and swapping pix and railroadiana.

OTTO H. ZIMMERMAN, age 42, is one of America's youngest railroad operating executives. He's a fourth-generation "rail" on the Illinois Central; has just been promoted from general manager to vice president in charge of operation. Congratulations, "Zim"!

Ground has been broken for the third building at the Association of American Railroads' research center on the Illinois Institute of Technology campus in Chicago. The new building will be used for rail, track, ballast, detector car, and structural research.

WORLD'S record? Maybe. Pat Kearns of Winchester, Ky., was employed as a Louisville & Nashville section foreman continuously for 41 years.

CONTRADICTION of a statement in our article, "100 Years of Swedish Railways" (June issue) comes from Holger Lundbergh, American-Swedish News Exchange, 630 5th Ave., New York City. The statement is: "In Sweden, private enterprise takes a back seat, and pleads poverty." A 32-page booklet, beautifully illustrated in color, answers this sentence with its title: SWEDEN'S MAINSPRING: PRIVATE ENTERPRISE.

Mr. Lundbergh quotes from Allan Kastrup's THE MAKING OF SWEDEN: "To label Sweden as a socialist country, as Americans sometimes do, is obviously inaccurate. It would be more correct to describe the Swedish system as 'a socially modified capitalism.'"

It is not true, as we stated, that "almost from the time the first rail was laid, the Swedish Government decided that all main-line roads must belong to the state." Actually, the government took over the first private roads in 1879 as a matter of financing, because in those days only it could provide the funds needed to build railways. Today, about 93 percent of Sweden's rail lines are publicly owned and operated.

Mr. Lundbergh points out also that while Sweden's railways are 100 years old, the country's iron-ore deposits were not exploited until around 1900. Until recently, nearly all the ore was exported.

He estimates Sweden's iron-ore deposits at 2,000 (not 750) million tons and corrects our misspelling of the words NYDQVIST, TROLLHATTAN, OREBRO, LULEA, PORJUS, and RIKSDAG (Swedish Parliament).

Finally, the Thermo train runs not in Lapland but in southern Sweden. It freezes at the source of production such perishables as vegetables, fruits, and berries. ●

COMING EVENTS

JUNE 17—Bay Area Elec. RR. Assn. sponsors trip over SF municipal line. Contact Addison Laflin, 2119 Marin Ave., Berkeley, Calif.

June 9, 10—Midwest Chapter NRHS; Erie RR. tour to Niagara Falls. Leave Akron 9 a.m. DST, passenger pickups enroute; $12.50 (kids $7.50). Contact H. P. Weaver, 346 3rd St., N.W., Barberton, O., or Clark Lord, 630 Talbot Ave., Akron.

GUNS AUTHENTIC REPLICAS

Reproduced in Actual Size, Design and Balance. Made of Solid Cast Aluminum. Finished in Gun-metal Black.

START COLLECTING NOW!

- ☐ German P-38
- ☐ Colt Cobra .38
- ☐ German Luger
- ☐ German Mauser
- ☐ Spanish Moxley
- ☐ Russian Tokarev
- ☐ Italian Brevettata
- ☐ Japanese Nambu
- ☐ Frontier .44 Colt
- ☐ Belgium Automatic
- ☐ Colt .45 Automatic
- ☐ Czechoslovakian Pistol
- ☐ S & W .38 Police Special

S & W .38 Police Special

$3.00 EACH POSTPAID Folder, 10c

Send Cash, Check or Money Order

LYTLE NOVELTY CO.
2656-AP Fashion Avenue
Long Beach 10, California

No COD's No Canada Orders

ILLUSTRATED COMIC BOOKLETS

HERE THEY ARE, Illustrated comic booklets just off the press, vest pocket size, clear illustrations. Send $1 for 12 booklets and receive without charge two of the larger size 32 page books that men like. Rush a buck for all 14 books to

AL'S PRINT SHOP
216-P W. Jackson Chicago, Ill.

IT'S EASY . . . MAKE MONEY IN PHOTOGRAPHY

If you are over 17—good pay and fascinating work await you in photography! Start making money quickly in spare-time—step into your own studio or exciting career job. LEARN-BY-DOING method trains you at home! Write TODAY for FREE catalog. Also Resident Training. 46th Year. Approved for Vets. Co-ed.

NEW YORK INSTITUTE OF PHOTOGRAPHY
Dept. 77, 10 West 33rd Street, New York 1, New York

46th YEAR

Store Route Plan PAYS BIG MONEY

BE A COUNTER CARD DISTRIBUTOR

Build a good-paying wholesale business of your own. Call on retailers of all kinds; supply nationally-advertised Aspirin, Cosmetics, Drugs, Notions, 200 other necessities on self-selling display cards. Big values at 5c and 10c to $1. Deal with AA1 firm, pioneer of the field. Free book gives all the facts. Write:

WORLD'S PRODUCTS CO., Dept. 2-V, Spencer, Ind.

DOLLARS for 18¢?

Yes, buy U. S. $1.00 values for 18¢ abroad. Get new, big profit mail order plan proved by 100,000 cash orders shipped from overseas. You carry no stock. Full or part time—even from home. Export and travel abroad opportunities too. Details with bargain import examples FREE. Write MELLINGER CO. Dept. F1128 1717 Westwood, Los Angeles 24, Calif.

GOVERNMENT 40 ACRE

OIL LEASE $100.

Act of Congress gives citizens equal rights with Oil Co's. to obtain Govt. leases. You do no drilling, yet may share in fortunes made from oil on public lands. (Payments if desired) Licensed & Bonded Oil Brokers. Free Information & Maps of booming areas. Write: NORTH AMERICAN OIL SURVEYS
8272-Q SUNSET BLVD., LOS ANGELES 46, CALIF.

TO AUTHORS

seeking a publisher

Send for our free illustrated booklet titled To the Author in Search of a Publisher. It tells how we can publish, promote and distribute your book, as we have done for hundreds of other writers. All subjects considered. New authors welcomed. Write today for Booklet R2. It's free.

VANTAGE PRESS, INC., 120 W. 31 ST., N. Y. 1.
In Calif.: 6253 Hollywood Blvd., Hollywood 28

GIVE BLOOD!

See Your Local Red Cross Chapter, Today!

June 22, 23—Kansas City (Mo.) Chapter Ry. Hist. Soc. sponsors annual Katy trip, leaving KC 9:40 p.m., train 27. Spend night at Paola, movies shown. Then ride scenic Holden Div., photo stops. Return via MP. Round-trip fare about $7.25. Write David B. Osborn, 8627 Goodman Dr., Overland Park, Kan. Same trip, same date: KC Chapter NRHS. Contact H. Hoover, 1638 Poplar, KC, Mo.

June 23, 24—Conn. Val. Chapter NRHS: annual Cape Cod trip on frt.—only line; $15 (kids $8). Contact Edw. Kelly, 20 Lake Pl., New Haven, Conn.

June 24—Buffalo Chapter NRHS sponsors CNR rail-boat trip to Toronto. Contact John Prophet 3rd, 55 Meadow Rd., Buffalo, N. Y.

June 24—Louisville Chapter NRHS sponsors $7.50 trip to Ravenna, Ky., leaving Cincinnati Union Station 9 a.m.—L&N's last steam train. Besides coaches, some air-conditioned, it will have M-1 Berkshire loco, baggage car (soft drinks, box lunches), gon for fans. Many photo stops. Check beforehand; no trip if steam isn't available. David J. Williams, III, sec., Box 154, Richmond, Ky.

July 4—BAERA sponsors SN trip to Pittsburg, Calif., using No. 1005. Write Addison Laflin.

July 4—Pac. RR. Soc. sponsors Santa Fe trip to San Diego. Contact Box 5279, Metropolitan Station, Los Angeles 55, Calif.

July 6—Rails and fans from far and wide gather at Boone, Ia., to dedicate bronze memorial tablet at grave of Kate Shelley; sponsored by Order of Railway Conductors and Brakemen. Kate saved a C&NW passenger train 75 years ago after flood had washed out a bridge. Thus she became a legend like Casey Jones. No other girl's heroism is so firmly embedded in railroad folklore.

July 7—Southern Calif. Div. Elec. Railroaders' Assn. sponsors trip over SF municipal line. Write Box 787, Pomona, Calif.

July 8—Conn. Val. Chapter NRHS: trip to Rotterdam Jct., N. Y., via the New Haven and B&M., about $5. Write Edw. Kelly.

July 20—Pac. Great Eastern Boosters: annual trip, Vancouver to St. George. Fare incl. meals, berth, $60 lower, $58 upper, must be paid by July 1. Write Ernie Plant, 6463 Chatham St., Box 40, Horseshoe Bay, B. C., Canada.

July 22—Lehigh Val. Chapter NRHS: trolley tour of Pittsburgh Rys. Contact Ernie Kovacs, 416 2nd Ave., Bethlehem, Pa., or Gerhard Salomon, 606 Hamilton St., Allentown, Pa.

July 21—N. Calif. RR. Club sponsors day in SF, using SP and State Belt. Contact Edw. Bohlen, 1824 Belburn Dr., Belmont, Calif.

Aug. 5—All N. Calif. fan clubs on joint annual picnic.

Aug. 16 thru 19—Annual convention Nat. Model RR. Assn., St. Paul, Minn. Hdqrs., Hotel St. Paul. Sightseeing trips, fantrip, luncheon, model contest, business meeting, banquet, visit local model clubs.

Aug. 18—S. Calif. Div. ERA sponsors trip over LA Transit Lines in H-type car.

Aug. 19—N. Calif. RR. Club and Calif.-Nev. RR. Hist. Soc. sponsor Western motorcar trip. Contact Edw. Bohlen or (for CNRHS) Arthur Lloyd, Jr., 3533 Pasadena Dr., San Mateo, Calif.

Sept. 1, 2, 3—Central Coast Ry. Club sponsors trip for 25th anniversary of Inside Gateway via WP, GN, SP&S to Wishram, Wash. Write Box 783, San Jose, Calif.

Sept. 21, 22, 23—Pac. Coast Chapter R&LHS overnight in Eureka, returning Sunday daylight. Contact (for NRHS) J. E. Turner, 1739 Berkeley Way, Berkeley, Calif., or CNRHS.

Oct. 7—BAERA sponsors trip over Key System in club-owned eqpmt. Details from Addison Laflin.

Oct. 11—Buff. Chapter NRHS: Pennsy autumn leaf trip to Renova, Pa., shops plus side trip. Contact John Prophet 3rd.

Oct. 14—Conn. Val. Chapter NRHS: annual fall foliage trip, CV steam power plus the New Haven. Write Edw. Kelly.

Oct. 14—PCC of R&LHS sponsors party trip honoring M&ET, Modesto, Calif., using trains 52 and 51. Write J. E. Turner.

Oct. 20 or 21—Central Coast Ry. Club sponsors trip on west valley branches, Berryessa and Alamitos. Contact Box 783, San Jose, Calif.

Oct. 28—SC Div. ERA sponsors trip over Metropolitan Coach Lines in 5050-type car. Contact SC Div. ERA.

Nov., no date yet—PRS mystery trip. ●

S. K. Bolton, Jr., Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Unknown to most railfans, the Brimstone Railroad, a 13-mile freight line, runs through Tennessee between New River and Little Creek. This photo, made in 1953, shows Brimstone's No. 36 backing out of Southern Ry. interchange at New River.

RAILROAD HOBBY CLUB

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write very plainly.

No entry may exceed 30 words—unless it deals with back numbers of this magazine. Specify the conditions of all magazines and books. Unless stated otherwise, it is understood that every price listed means postpaid or express-paid.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employes' (operating) tts.

Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y.

SWITCH LIST

J. ADAMS, 948 San Pablo Ave., Albany Calif., will sell SP CENTENNIAL BULLETIN, 107 pgs. SP history, pix, good cond., 30c.

R. J. ANDERSON, 6712 N. Northwest Hy., Chicago, Ill., will sell size 116 negs. of steam and elec., some org. some copies.

RUSSELL BENNETT, 16 Morin St., Pittsfield, Mass., will buy or trade pix and info. on Berkshire St. Ry.

DOUG. BRISTOW, 733 E. Brookline, Winston-Salem, N. C., will sell entire collection sizes 616, 620 steam loco negs. and pix; RAILROAD MAGAZINE, MODEL R'ER. List, 3c stamp.

W. BROSCHART, 36 O'kane St., Central Islip, N. Y., wants elec. lines pix before '40, any Eastern, New Eng., South, Canada, Mexico. Sells pix trolleys, buses, ferries, 10c ea. No list; state wants.

H. C. CARPENTER, 437 Zumstein Ave., Cincinnati, O., sells emp. tts., books, maps, OFF. GUIDES rulebooks, etc., RAILROAD MAGAZINE '50 thru '54. List 6c stamp. State wants.

BILL CARRUTHERS, 405 Belsize Dr., Toronto, Ont., Canada, will buy pix steam power, all Canadian rds., all U.S. rds. running into Canada. Wants pen pals.

W. C. CUTHBERT, 195 N. Nevada, Littleton, Colo., will sell OFF. GUIDES, all good cond., used in D&RGW offices; Jan. '44 thru Sept. '47; Aug. '48 thru Oct. '50, $2.50 ea.

BOB DANNA, 309 E. Houston St., New York City, will buy any U.S. rr. pix, any size. Write first; send lists.

CHUCK DeWEESE, 115 N. Cross, Robinson, Ill., trades tr. ords. NYC, IC, for those or other roads.

LLOYD DUNHAM, 602 S. Williams St., California, Mo., will buy good 616 or larger negs. of MP 5500's, N&W 4000; any Mallet or articulated type; PRR, any size 4-4-4-4.

BILL GIOLMA, 3759 W. 31st St., Vancouver, B.C., Canada, will sell size 120 Eastman Kodak folding camera, good cond.; make offer.

WADE HALL, 715 N. 70th St., Seattle, Wash., will sell entire set of RAILROAD MAGAZINE Dec. '29 to date, except Jan., Apr. '30; Apr., Aug. '33; Apr., May '47; also May '07; all good cond. with covers, unclipped. Best offer starting at $75. Ship exp. or frt. collect.

BILL HOHLT, 422 Cortez Rd., Arcadia, Calif., will buy Short Line color slides; wants to hear from teen-age fans abroad.

IDEAL SPECIALTY CO., 3958 S. Hill St., Los Angeles, Calif., wants rr. books, steam loco pix, in trade for U.S. stamps and official philatic covers. Correspondence invited.

R. A. JAMES, Box 41, Loma Linda, Calif., will buy RAILROAD MAGAZINE Dec. '29 thru Dec. '41., also Feb., Mar., Aug., Dec. '51, Apr. '53; good cond., complete. Write first.

I. L. KNOP, 402 E. 6th St., Beaumont, Calif., will buy CERA BULLETIN 27, surface lines.

FRANCIS KOOMSON, Station Rd., Biseasi, Via Esiam, Gold Coast, British West Africa, collects postage stamps and rr. pix; wants to hear from teen-age rainfans and stamp collectors.

WESLEY LANCASTER, 101 Bradman St., Auburn, Me., wants pix of Main trolleys, esp. old ones.

JOHN MACDONALD, 555 Broadway, Hastings-on-Hudson, N.Y., will buy old and modern DL&W pix, steam name-train pix, 2x2 color slides of steam locos, all roads. Has DL&W pix to trade.

JAMES MAFFRE, Box 503, Rosemere, Terrebonne County, Que., Canada, will buy June and Aug '54 RAILROAD MAGAZINE.

B. McCANN, CPR agent, Ingersoll, Ont., Canada, will buy Harry Bedwell's book, THE BOOMER.

MIKE McLAUGHLIN, 4526-52 SW, Seattle, Wash., wants info and pix on rds. in Northwest, also logging-road pix.

M. D. MEYER, N.W.C., Watertown, Wis., sells UP, Burlington pix, 40c for set of 6.

O. E. MILLER, 119 W. 8th St., Peru, Ind. (was elephant hand in Hagenback Wallace Circus, now Wabash condr.), will buy pix of circus trains and elephants. Write first.

J. F. MONHOFF, 524 E. Marigold St., Altadena, Calif., sells pix SP, PE, NP, McCloud River, many lumber rds. Wants Casper, SF & Eastern info.

STEVE PATTERSON, 1309 Magnolia Ave., Kingsport Ave., Kingsport, Tenn., will correspond with railfans. Wants lists of Southern steam loco pix.

RALPH PHILLIPS, 17 Eden St., Salem, Mass., wants 35 mm. slides of B&M, UP, SP, steam; also old B&M negs., pix. Has B&M and other steam, diesel slides, sale or trade.

NORMAN REINHARDT, 896 Main Ave., Passaci, N.J., wants negs. of AA, CNR, MP covered hopper cars, also MU cars of LIRR, PRR, NYC, DL&W.

BILL RICE, 316 County Line Rd., Rte. 3, Langorne, Pa., will sell RAILROAD MAGAZINE; Aug., Nov., Dec., '41; Dec. '46; Jan., Feb., Mar., June, Aug., Sept., Nov., Dec., '49; all '50; all '51 exc. Dec.; all '52 exc. Mar.; Jan., Feb., June thru Dec. '53; Jan., Feb., Mar. thru Dec. '54; Jan. thru June, Aug., Oct., Dec. '55; Feb., Apr. '56. All good cond., exc. '41 and '46 issues have covers missing. All 25c ea.

TUCK RICHARDSON, Eufaula, Okla., has supply of tr. ords. to trade for ords. of diff. lines. List and sample, 3c stamp.

D. S. RICHTER, 1659 Kains Ave., San Bruno, Calif., sells size 116 SP and Western short lines steam negs., emp. and public tts.; new list free.

BILL ROEMER, 136 Jay Ave., Lyndhurst, N.J., sells cloth rr. emblems; list and sample, 25c.

H. F. SCHNAUFER, Weir, Que., Canada, will buy recent WMd emp. tts., Elkins Div., also '56 calendar. Write first.

J. SCHOENBEIN, 320 Hess Ave., Erie, Pa., will pay high prices for 8 mm. movies NKP wreck scenes.

CARL SCHULTZ, JR., 2121 N. 6th St., Springfield, Ill., will buy Poor's book DENVER, SOUTH PARK & PACIFIC.

RONALD SIMS, 4207 Bowdoin St., Des Moines, Iowa, will buy info. on Tabor & Northern, in Iowa, aband. 1934.

DWIGHT SMITH, JR., Springfield, Vt., will sell negs., size 116, 130; mostly steam locos, BAR, B&M, CNR, CPR, CV, GT, MeC, etc., taken in 1930's. List, 3c stamp.

JIM STEINER, JR., 91-38 114th St., Richmond Hill, N.Y., will buy or sell pix NYCTA subways, trolleys; send for list.

CHAS. STONE, 305 S. 5th St., Union City, Tenn., will buy all-time loco roster NC&StL.

R. D. TRANTER, 3404 Poinciana Rd., Middletown, O., will buy Poor's DENVER, SOUTH PARK & PACIFIC.

DICK SWANSON, 5729 27th Ave., NE Seattle, S. Wash., will trade 616 steam eng. negs. and pix for football programs. Wants to contact others interested in collecting football programs. Has some programs to trade.

L. D. WEBSTER, RFD 1, Box 36, Lake Worth, Fla., will sell emp. tts. and RAILROAD MAGAZINE, '53 thru '55, or will trade for TRAINS, '53 thru '55, or dime novels.

GLENN WIGREN, 260 Willard St., Jamestown, N.Y., will buy 8 or 16 mm. movies org. or dupl. of street cars or trolley snow sweepers in action.

DOUG WILLIAMS, Box 244, Ray, Ariz., will buy roster of Moscow, Camden & St. Augustine, also pix and info. on same. Wants teen-age pen pals.

CHAS. YRIGOYEN, JR., 826 E. Willard St., Philadelphia, Pa., will sell 42x54 colored wall maps showing Penna. trolley lines prior to 1920. (EDITOR'S NOTE: He forgot to state price.)

MODEL TRADING POST

RUSS CHRISTENSEN, 21 Fernwood Pk., Rochester, N.Y., will trade Lionel loco 700 EW for Lionel 0-6-0, 2900 series frts.

W. COX, 1140½ Clark Dr., Los Angeles, Calif., will sell for $450 or trade 4-6-0 live steam loco chassis, 1½ inch scale, castings and machine work valued at $2600. Will sell foundry patterns also.

MILES DAVIS, 1432 Vermont Ave., Alamogordo, N.M., sells HO gage kits, locos, cars, all makes. List, 3c stamp.

DON DIETRICH, 3427 N. 24th Pl., Milwaukee, Wis., will buy any Ill. Term. items, incl. HO models, if good cond., fair price.

GERALD FEILDS, Rte. 1, Box 206, Two Harbors, Minn., wants info. on 2nd-hand or manufacturers of live steam 15-inch-gage train sets and eqmt.

BILL GIOLMA, 3759 W. 31st St., Vancouver, B.C., Canada, has K&B 049 gas engs. RDC trailer to trade for roundhouse, 0-6-0, or what have you. Write for info.

JOHN HORTON, 4115 Francis Ave., Cincinnati, O., will buy new Lionel diesels, switches, or trade for old 0 gage, Ives trolleys, locos, cars, catalogs.

RAY KARABAN, Box 223 Beacon Falls, Conn., will sell Lionel hopper, cattle, and tank cars, all good cond., to highest bidder over $7.

NORMAN LANDMAN, Box 44, Bondville, Vt., will sell Marx chemical tank car 3553, good cond., best offer over 50c, or trade for pr. A-4-wh. frt. trucks.

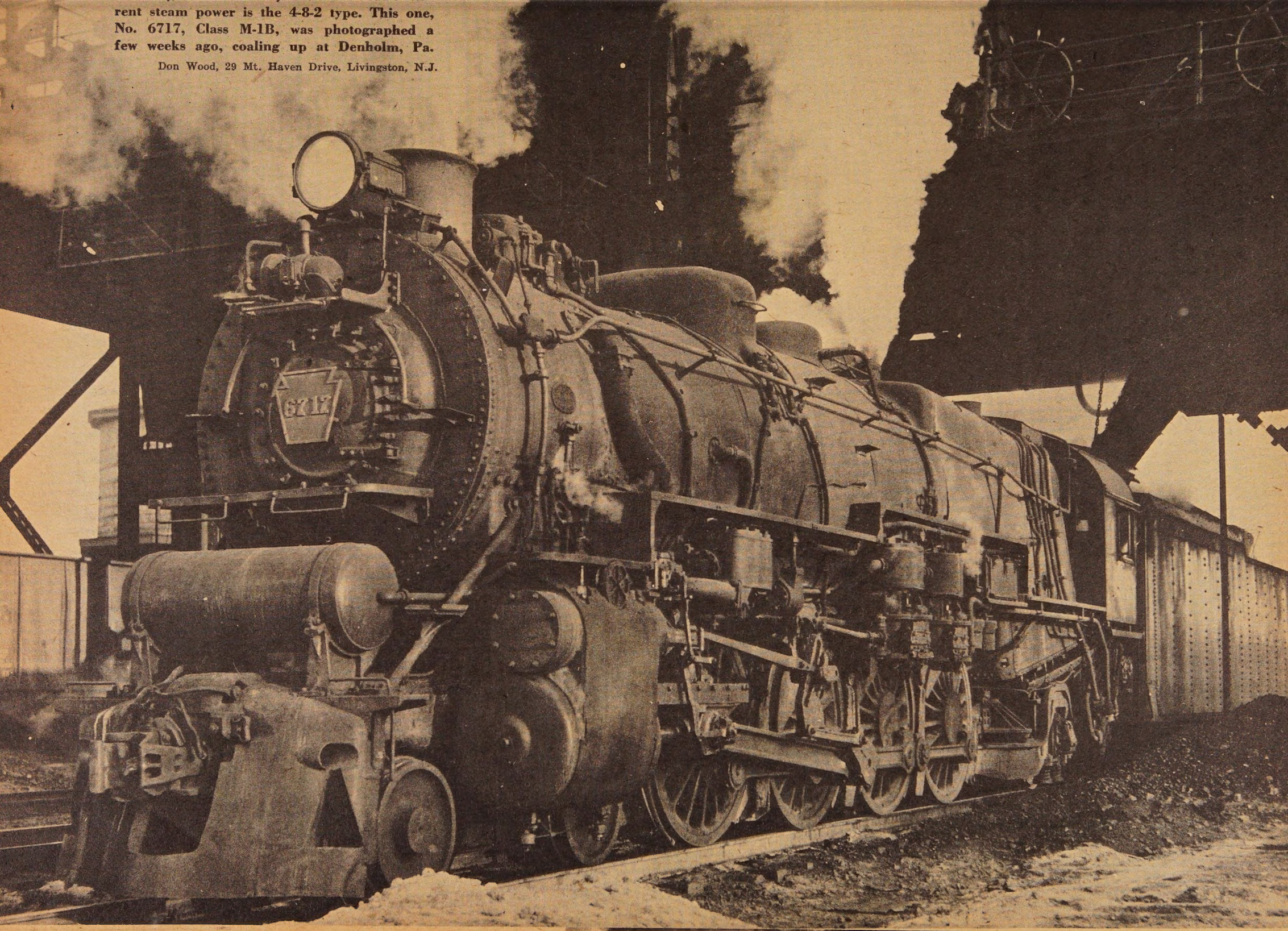
BERT MARSH, Star Rte., Box 53, Mojave, Calif., will swap model rr. stock for same.

MICKEY POOLE, Box 161, Hillsville, Va., will sell 027-gage track, 10c per sec., or trade for st.-gage, fair cond.; also Lionel 022 manual switch made around 1940; write for details.

O. A. PARRIS, 109 13th St., Bremerton, Wash., will buy Nason 00 gage Hudson boiler, cylinder block, steps, crossheads, cab, whistle, tender tank,

G. S. STEINBERG, 530 Oglethrope St., N.E. Washington, D.C., will sell Lionel 0 gage items, good cond., also 18 copies RAILROAD MAGAZINE, other mags., all for $2.50 plus exp. charge.

PERRY WILLIAMSON, Box 1225, Akron, O., will sell Marx trains, tracks, transfs., locos, all good cond.



rent steam power is the 4-8-2 type. This one, No. 6717, Class M-1B, was photographed a few weeks ago, coaling up at Denholm, Pa.

Don Wood, 29 Mt. Haven Drive, Livingston, N.J.

J. E. SMITH
President, National Radio Institute. 40 years' experience training men at home for Radio-TV.

I Will Send You A

SAMPLE LESSON FREE

to show you how easy, practical it is to

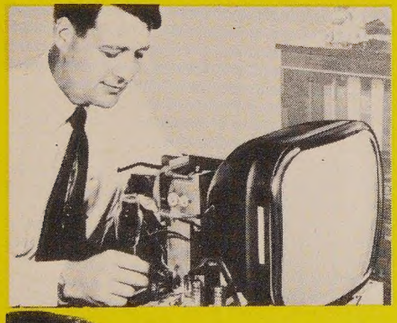
Train at Home for Good Radio-Television Jobs

America's Fast Growing Industry Offers You Good Pay Plus a Bright Future

TRAINING plus OPPORTUNITY is the PERFECT combination for ambitious men. Let me send you a sample lesson from my course to prove you can keep your job while TRAINING at home in your spare time for better pay and a brighter future. I will also send my 64-page book to show you that Radio-Television is today's field of OPPORTUNITY for properly trained men.

Make $10, $15 a Week Extra

Many men I train fix neighbors' Radios, make extra money, soon after they enroll. Actual equipment you build gives you practical experience.



Television's Growth is Making More Jobs, Prosperity

Radio is bigger than ever and television is growing fast. Government, Aviation, Police, Ship, Microwave Relay, Two Way Communications for buses, taxis, railroads are other growing fields for Radio-Television trained men.

Mail Coupon—Find Out About This Tested Way to Better Pay

Take NRI training for as little as $5 a month. Many NRI graduates make more in two weeks than the total cost of my training. Mail coupon today for Actual Lesson and 64-page Book—Both FREE. J. E. SMITH, National Radio Institute, Dept. 6GR4, Washington 9, D. C. Our 40th Year.

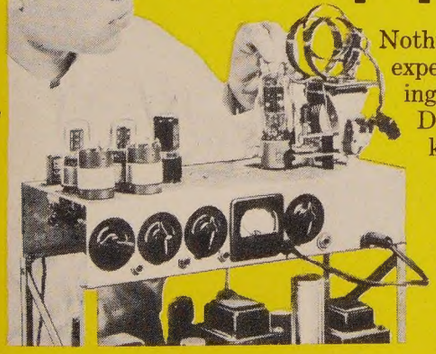
I Trained These Men

"I have a regular job as a police captain and also have a good spare time Radio and Television service business. Just opened my new showrooms and shop."—C. W. LEWIS, Pensacola, Florida.

"I decided to quit my job and do TV work full time. I love my work and am doing all right. If fellows knew what a wonderful investment NRI is, they would not hesitate."—W. F. KLINE, Cincinnati, Ohio.

"Thanks to NRI, I operated a successful Radio repair shop. Then I got a job with WPAQ, later WBOB and now am an engineer for WHPE."—VAN W. WORKMAN, High Point, N. Carolina.

You Learn by Practicing with Equipment I Send



Nothing takes the place of practical experience. That's why NRI training is based on LEARNING BY DOING. My training includes kits of parts which you use to build equipment and get practical experience on circuits common to both Radio and Television. Shown at left is the low-power Broadcasting Transmitter you build as part of my Communications Course.

AVAILABLE TO VETERANS UNDER G.I. BILLS

Good for Both—FREE

Mr. J. E. Smith, President, Dept. 6GR4
National Radio Institute, Washington 9, D.C.

Mail me Sample Lesson and 64-page Book, FREE. (No salesman will call. Please write plainly.)

Name_____ Age_____

Address_____

City_____ Zone____ State_____

VETS write in date of discharge_____

Approved Member, National Home Study Council

Extra! SHOWS HOW TO CONDUCT EXPERIMENTS IN REGRESSION—The Bridey Murphey PHENOMENON

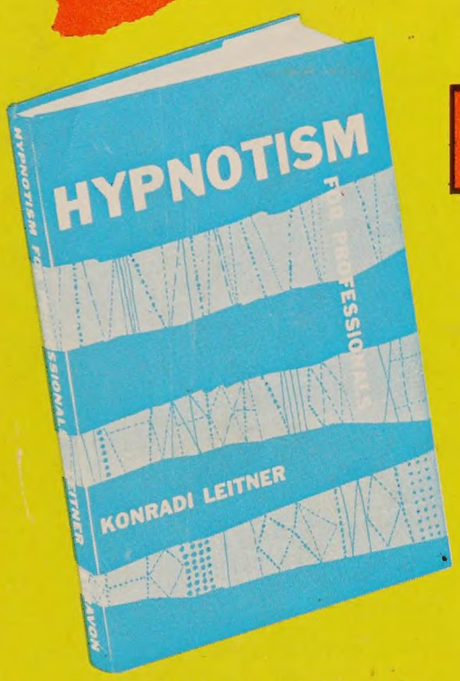
JUST OUT!

the First Book of its kind ever Published

HYPNOTISM

for Professionals

by Konradi Leitner



A book that goes beyond the mere demonstration of the technique of hypnotising. Now for the first time the real secrets of hypnotism are revealed. The mental processes of both hypnotist and subject are bared so that the student can understand what really goes on.

Leitner explains not only how to hypnotize but the reason for every act, gesture and spoken word. The student no longer need imitate blindly but really know and understand why!

SPECIAL FEATURE! MEDICAL HYPNOTISM!

A full chapter is devoted to a demonstration of how hypnotism is used as a therapeutic device.

Actual case histories showing how hypnotism is used as an aid in overcoming difficulties arising from psychological causes are given.

ILLUSTRATED WITH MANY FULL-PAGE "HOW TO" PHOTOGRAPHS

It's easy to follow these instructions

Contents:

The State of Trance

Matters of Degree
Some Are More Suggestible
Asleep, or not Asleep
The Cataleptic Test
The Reluctant Subject
No Rude Awakening
Illusions, Unlimited
Memory Lane
After the Trance is Over
For Experts Only

Induction Among Friends

Establishing Rapport
The Light Trance
The Doubting Subject
Removing the Doubt
The Overanxious Subject
A Young Subject
An Aid to Education
The Deep Trance
Detective Work
Self Hypnotism

On Stage

The Opening Speech
The Audience is With You
The Invisible Cord
The Critical Point
The Chosen Few
Confidence and Control
Effective Performance
Ending the Show
Stage Hypnotism Photographically Illustrated

If Mesmer Could Have Known!

From Cult to Craft

Scorn's End
Hypnotism Today . . . and Tomorrow

A Few Quotes From Important Publications

The American Journal of the Medical Sciences

Interesting and frank discussion of hypnotism as it is carried out by a professional hypnotist. The presentation of material and the suggestions offered are conservative and dignified. The conciseness of the "how to do it" technique is commendable.

THE SAN FRANCISCO PROGRESS

Hypnotism is neither mysterious nor remote, but an instrument which may one day serve you. Enchanting photos, too.

RETAIL BOOKSELLER

The science of hypnotism explained in detail. The author, a professional hypnotist, shows the scientific value of hypnotism. Full-page photographs and a glossary of terms.

LOS ANGELES EXAMINER

Step-by-step explanation of techniques of stage and therapeutic hypnotism by a practitioner of the former. Has valuable bibliography.

JOURNAL OF APPLIED PSYCHOLOGY.

Clear and interesting.

MAIL TODAY

SPECIAL INTRODUCTORY OFFER COUPON . . .
For Limited Time Only

ONLY $2.49
REGULAR PRICE $4.00

Offer valid only if sent on this coupon . . . MAIL TODAY!

STRAVON PUBLISHERS **Dept. HP-158**
43 West 61 Street, N. Y. 23, N. Y.

Yes I want to take advantage of the special 40% discount offer. Send me Hypnotism for Professionals for 10 days free examination.

☐ Send C.O.D. I'll pay postman $2.49 (not $4.00) plus postage.

☐ I enclose $2.49 (not $4.00) Stravon pays postage.
I'll get my purchase price refunded if not 100% satisfied.

Name.....

Address.....

City.....Zone.....State.....